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TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

Subchapter I—Security of Waterfront Facilities [CGFR 57-52]

PART 125—IDENTIFICATION CREDENTIALS FOR PERSONS REQUIRING ACCESS TO WATERFRONT FACILITIES OR VESSELS

PART 126—HANDLING OF EXPLOSIVES OR OTHER DANGEROUS CARGOES WITHIN OR CONTIGUOUS TO WATERFRONT FACILITIES

MISCELLANEOUS AMENDMENTS

By Executive Order 10173 the President found that the security of the United States is endangered by reason of subversive activities and prescribed certain regulations relating to the safeguarding against destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of similar nature of vessels, harbors, ports, and waterfront facilities in the United States, and all territory and waters, continental or insular, subject to the jurisdiction of the United States exclusive of the Canal Zone.

Pursuant to the authority of 33 CFR 6.14-1 in Executive Order 10173 (15 F. R. 7007, 3 CFR, 1950 Supp.) the Commandant may prescribe such conditions and restrictions relating to the safety of waterfront facilities and vessels in port or within the territorial waters of the United States under his jurisdiction whenever it appears to him that such action is necessary in order to secure such waterfront facilities or vessels from damage or injury or to prevent such damage or injury or to secure the observance of rights and obligations of the United States. In this document the amendments are editorial in nature or to clarify the requirements in line with recent decisions and rulings.

Since the security interests of the United States call for the aforesaid application of the provisions of 33 CFR 6.14-1 in Executive Order 10173 and because of the national emergency declared by the President, it is found that com-

This issue includes two parts bound together. Part II contains a revision of 14 CFR Parts 600, 601, Civil Aeronautics Administration.

pliance with the Administrative Procedure Act respecting notice of proposed rule making, public rule making procedures thereon, and effective date requirements thereof is impracticable and contrary to the public interest.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Executive Order 10173, as amended by Executive Orders 10277 and 10352, the following amendments are prescribed and shall become effective on the date of publication of this document in the FEDERAL REGISTER:

A. Part 125 is amended as follows:

1. By adding a new section to be inserted immediately after § 125.05, reading as follows:

§ 125.06 *Western rivers.* The term "western rivers" as used in the regulations in this subchapter shall include only the Red River of the North, the Mississippi River and its tributaries above the Huey P. Long Bridge, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway.

2. By adding a new section to be inserted immediately after § 125.07, reading as follows:

§ 125.08 *Great Lakes.* The term "Great Lakes" as used in the regulations in this subchapter shall include the Great Lakes and their connecting and tributary waters.

(40 Stat. 220, as amended; 50 U. S. C. 191; E. O. 10173, 15 F. R. 7005, 3 CFR, 1950 Supp., as amended by E. O. 10277, 16 F. R. 7537, 3 CFR, 1951 Supp., E. O. 10352, 17 F. R. 4607, 3 CFR, 1952 Supp. Interpret or apply sec. 2, 23 Stat. 118, as amended, 46 U. S. C. 2)

B. Part 126 is amended as follows:

1. Section 126.01 is amended to read as follows:

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§ 126.01 *General definitions.* (a) The terms "Commandant", "District Commander", "Captain of the Port", and "Waterfront Facility" when used in this part shall have the meaning set forth in §§ 6.01-1, 6.01-2, 6.01-3, and 6.01-4, respectively, of Executive Order No. 10173 (15 F. R. 7005, 3 CFR, 1950 Supp.), except that the term "waterfront facility" shall not include such a facility directly operated by the Departments of the Army, Navy, or Air Force.

(b) The term "net tons" when used in § 126.27 (b), shall be "net weights" of the materials as prepared for shipment, i. e.: gross weight less tare (weight of packing and shipping containers).

2. Section 126.13 is amended to read as follows:

§ 126.13 *Designation of waterfront facilities.* (a) Waterfront facilities which fulfill the conditions required in § 126.15, unless waived under provisions of § 126.11, and only such waterfront facilities are designated for the handling, storing, stowing, loading, discharging, or transporting of dangerous cargo, subject to compliance with other applicable requirements and provisions set forth in this part.

(b) Handling, storing, stowing, loading, discharging, or transporting dangerous cargo at any waterfront facility other than one designated by this section is hereby prohibited, and violation of this prohibition will subject the violator to the penalties of fine and imprisonment.

ment provided in section 2, Title II of the act of June 15, 1917, as amended, 50 U. S. C. 192.

3. Section 126.15 is amended by revising paragraphs (c), (d), (e), (f), and (m) to read as follows:

§ 126.15 *Conditions for designation as designated waterfront facility.* * * *

(c) *Welding or hot work.* That oxyacetylene or similar welding or burning, or other hot work including electric welding or the operation of equipment therefor is prohibited on the waterfront facility during the handling, storing, stowing, loading, discharging, or transporting of dangerous cargo thereon, except when approved by the Captain of the Port: *Provided*, That such work shall not be conducted at any time during the handling, storing, stowing, loading, discharging, or transporting of explosives.

(d) *Trucks and other motor vehicles.* That trucks and other motor vehicles are not permitted to remain or park upon the waterfront facility except under the following conditions:

(1) When actually awaiting opportunity to load or discharge cargo, ship supplies, or passengers and is attended by a driver.

(2) When loading or discharging tools, equipment or materials incident to maintenance, repair, or alterations and is attended by a driver.

(3) When the vehicle is headed toward an unimpeded exit and is attended by a driver.

(4) When a vehicle is handled and stored as an item of cargo and gasoline tanks are empty.

(5) When parking areas are designated and permitted in accordance with local ordinances and regulations and provided no fire lanes are blocked nor exits impeded by their presence, passenger vehicles may be parked in such portions of the waterfront facility as may be designated and marked off by the owner or operator.

(e) *Pier automotive equipment.* That tractors, stackers, life trucks, hoisters, and other equipment driven by internal combustion engines used on the waterfront facility are of such construction and condition and free from excess grease, oil, or lint as not to constitute a fire hazard; that each unit of such equipment is provided with an approved type fire extinguisher attached; that, when not in use, such equipment is stored in a safe manner and location; that gasoline or other fuel used for such equipment is stored and handled in accordance with accepted safe practices, and is not stored on the waterfront facility except in conformity with paragraph (g) of this section; and that refueling of such equipment or any vehicle is prohibited on any pier or wharf within the waterfront facility.

(f) *Lighting.* That subject to applicable dimout and blackout regulations, such waterfront facility is adequately illuminated during the handling, storing, stowing, loading, discharging or transporting of dangerous cargo thereon; and

that kerosene and gasoline lamps and lanterns are not used on such waterfront facility.

(m) *Arrangement of cargo, freight, merchandise or material.* That cargo, freight, merchandise or material is arranged on the waterfront facility according to the individual structure of such facility, in a manner to permit complete access for the purpose of fire extinguishment; that, except on facilities used primarily for the transfer of railroad or highway vehicles to or from cargo vessels and carfloats; cargo, freight, merchandise or other material is placed on the waterfront facility in accordance with the following:

(1) At least two feet of clear and open space will be maintained free of rubbish, dunnage or other obstructions between cargo, freight, merchandise or other material piles and walls of the waterfront facility, fire walls or fire stops in enclosed waterfront facilities. This distance shall be measured from the most prominent projection of the wall such as studding, bracings, or other obstructions that are a part of the structure. In an unenclosed facility, two feet of clear and open space will be maintained free of rubbish, dunnage, or other obstructions between cargo, freight, merchandise or combustible freight merchandise, or other combustible or inflammable material, not including bulk cargo, bulk freight merchandise or other material in bulk shall not be tiered higher than 12 feet. All cargo, freight, merchandise or other materials including inflammable or combustible cargo, inflammable or combustible freight, merchandise, or other inflammable or combustible materials shall be so tiered as to maintain a clearance between the upper level of the top tier and trusses, beams, girders, or other structural members of not less than 36", and between such upper level and sprinkler heads a clearance of at least 12" shall be maintained.

(2) Inflammable and combustible cargo, not including bulk cargo, shall not be tiered higher than 12 feet. All cargo including inflammable and combustible cargo shall be so tiered as to maintain a clearance between the upper level of the top tier and trusses, beams, girders, or other structural members of not less than 36", and between such upper level and sprinkler heads a clearance of at least 12" shall be maintained.

(3) There shall be maintained at least four feet of clear and open operating space around any fire alarm box, standpipe, fire hose, sprinkler valve, fire door, deck, hatch, or first-aid fire appliance.

(4) When first-aid fire appliances, alarm boxes, other safety equipment or deck hatches are located in a space surrounded by cargo, freight, merchandise, or other materials, there shall be maintained a straight, free, and open space at least three feet in width running therefrom to the center aisle. This space shall be kept clear of all rubbish, dunnage, and other obstruction.

(5) A main aisle of at least twenty feet in width shall be maintained the entire length of the waterfront facility

if control of fire requires trucks to come on the pier. The aisle may be reduced to eight feet in width if such access by fire trucks is not required.

(6) Cross aisles, at least five feet wide, straight and at right angles to the main aisle, shall be maintained at intervals not exceeding seventy-five feet, and extending to the side of the waterfront facility.

4. Section 126.17 is amended to read as follows:

§ 126.17 *Permits required for handling designated dangerous cargo.* Designated dangerous cargo may be handled, loaded, discharged, or transported at any designated waterfront facility only if a permit therefor has been issued by the Captain of the Port, except that no permit shall be required for the handling, loading, discharging, or transporting of such cargoes to or from, on or across, a waterfront facility used for the transfer of railroad vehicles to or from a railroad carfloat when such cargoes are not removed from, or placed in, the railroad vehicle while in or on such waterfront facility.

5. Section 126.27 (b) is amended to read as follows:

§ 126.27 *General permit for handling dangerous cargo.* * * *

(b) The following classes of dangerous cargo as classified in the regulations entitled "Explosives or Other Dangerous Articles on Board Vessels" (46 CFR Part 146), in the amounts specified, shall not be handled, stored, stowed, loaded, discharged, or transported except on waterfront facilities used primarily for the transfer of railway or highway vehicles to or from cargo vessels or carfloats, without notification to the Captain of the Port:

(1) Explosives, Class B, in excess of 1 net ton at any one time.

(2) Explosives, Class C, in excess of 10 net tons at any one time.

(3) Inflammable liquids, in containers, in excess of 10 net tons at any one time.

(4) Inflammable solids or oxidizing materials, in excess of 100 net tons at any one time.

(5) Inflammable compressed gases, in excess of 10 net tons at any one time.

(6) Poison, Class A, or Radioactive materials, Class D (Groups I and II), in any amount.

6. Section 126.29 is amended to read as follows:

§ 126.29 *Supervision and control of dangerous cargo.* The Captain of the Port is authorized to require that any transaction of handling, storing, stowing, loading, discharging, or transporting the dangerous cargo covered by this subchapter shall be undertaken and continued only under the immediate supervision and control of the Captain of the Port or his duly authorized representative. In case the Captain of the Port exercises such authority, all directions, instructions, and orders of the Captain of the Port or his representative, not inconsistent with this part, with respect to such handling, storing, stowing, loading, discharging and transporting; with re-

spect to the operation of the waterfront facility; with respect to vessels handling, stowing, loading, or discharging of dangerous cargo at anchorages when the operations are under the immediate control and supervision of the Captain of the Port or his duly authorized representative; with respect to the ingress and egress of persons, articles and things and to their presence on the waterfront facility or vessel; and with respect to vessels approaching, moored at, and departing from the waterfront facility, shall be promptly obeyed.

(40 Stat. 220, as amended; 50 U. S. C. 191, E. O. 10173, 15 F. R. 7005, 3 CFR, 1950 Supp., E. O. 10277, 16 F. R. 7537, 3 CFR, 1951 Supp., E. O. 10352, 17 F. R. 4607, 3 CFR, 1952 Supp.)

Dated: December 13, 1957.

[SEAL] A. C. RICHMOND,
Vice Admiral, U. S. Coast Guard,
Commandant.

[F. R. Doc. 57-10521; Filed, Dec. 19, 1957;
8:47 a. m.]

TITLE 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

DEPARTMENT OF THE INTERIOR

Effective upon publication in the FEDERAL REGISTER, paragraph (f) (2) of § 6.310 is amended as set out below.

§ 6.310 *Department of the Interior.* * * *

(1) *Bureau of Reclamation.* * * *

(2) Three Assistant Commissioners.

(R. S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U. S. C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] WM. C. HULL,
Executive Assistant.

[F. R. Doc. 57-10518; Filed, Dec. 19, 1957;
8:47 a. m.]

PART 11—SPECIAL TRANSITIONAL AUTHORITIES

CONVERSION OF CAREER-CONDITIONAL TO CAREER APPOINTMENT; APPEALS

Sections 11.302 and 11.303 are amended as set out below.

§ 11.302 *Conversion of career-conditional to career appointment.* Any employee entitled to veteran preference who has a compensable service-connected disability of 10 percent or more and who has received a career-conditional appointment prior to January 1, 1958, may have his appointment converted to a career appointment if, not later than December 31, 1958, the agency in which he is employed recommends such conversion and certifies to the Commission that he has satisfactorily completed a one-year probationary period.

§ 11.303 *Appeals.* Any employee who is not recommended for competitive status under § 11.301 or certified for career appointment under § 11.302 may appeal to the Commission. Such appeal must be submitted not later than December 31, 1957, for competitive status under § 11.301 and not later than December 31, 1958, for career appointment under § 11.302. The Commission may then request the agency to determine whether it will recommend the employee for competitive status or certify him for career appointment, as the case may be. The Commission shall assume that a favorable recommendation or certification has been made unless the agency makes an adverse recommendation or certification within thirty (30) days after receipt of the Commission's request.

(R. S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U. S. C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] WM. C. HULL,
Executive Assistant.

[F. R. Doc. 57-10512; Filed, Dec. 19, 1957;
8:46 a. m.]

TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

Subchapter A—Civil Air Regulations

PART 60—AIR TRAFFIC RULES

TWO-WAY RADIO FAILURE PROCEDURES

Footnote 10 to § 60.49-1 as it appears in 22 F. R. 9046 on November 14, 1957, is corrected to read as follows:

"Air Traffic Control may issue appropriate instructions by means of "blind" transmissions on radio frequencies directly available or may authorize "blind" transmissions of appropriate instructions over air carrier radio facilities (for air carrier aircraft), and/or over suitable radio range facilities. Instructions should not be broadcast unless authorized by Air Traffic Control.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interprets or applies sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551)

This correction shall become effective upon publication in the FEDERAL REGISTER.

[SEAL] WILLIAM B. DAVIS,
Acting Administrator
of Civil Aeronautics.

DECEMBER 13, 1957.

[F. R. Doc. 57-10506; Filed, Dec. 19, 1957;
8:46 a. m.]

Chapter II—Civil Aeronautics Administration, Department of Commerce

PART 600—DESIGNATION OF CIVIL AIRWAYS

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, AND REPORTING POINTS

REVISION OF PARTS

CROSS REFERENCE: For revision of Parts 600 and 601, see Part II of this issue.

[Amdt. 213]

PART 608—RESTRICTED AREAS

ALTERATIONS

The restricted area alterations appearing hereinafter have been coordinated with the civil operators involved, the Army, the Navy and the Air Force, through the Air Coordinating Committee, Airspace Panel, and are adopted to become effective when indicated in order to promote safety of the flying public. Since a military function of the United States is involved, compliance with the notice, procedure, and effective date provisions of section 4 of the Administrative Procedure Act is not required.

Part 608 is amended as follows:

1. Section 608.51, the Gray AFB, Texas, area (R-343), amended December 22, 1955 in 20 F. R. 9856 is redesignated to exclude that portion overlapped by following airway: From the Austin, Texas VOR direct to the Lometa, Texas VOR, direct to the San Angelo, Texas VOR.

2. Section 608.55, the Olympic Peninsula, Washington, area (R-241), amended October 31, 1951 in 16 F. R. 11066 is further amended by changing the "Designated Altitudes" column to read: "From 15,000 feet MSL to unlimited".

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interprets or applies sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551)

This amendment shall become effective on January 16, 1958.

[SEAL] WILLIAM B. DAVIS,
Acting Administrator
of Civil Aeronautics.

DECEMBER 12, 1957.

[F. R. Doc. 57-10503; Filed, Dec. 19, 1957;
8:45 a. m.]

[Amdt. 49]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

PROCEDURE ALTERATIONS

The standard instrument approach procedures appearing hereinafter are adopted to become effective when indicated in order to promote safety. Compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act would be impracticable and contrary to the public interest, and therefore is not required.

Part 609 is amended as follows:

NOTE: Where the general classification (L/MFR, ADF, VOR, TerVOR, VOR/DME, ILS, or RADAR), location, and procedure number (if any) of any procedure in the amendments which follow, are identical with an existing procedure, that procedure is to be substituted for the existing one, as of the effective date given, to the extent that it differs from the existing procedure; where a procedure is cancelled, the existing procedure is revoked; new procedures are to be placed in appropriate alphabetical sequence within the section amended.

1. The low or medium frequency range procedures prescribed in § 609.100 (a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Joliet VOR.....	JOT-LFR.....	Direct.....	1800	T-dn..... S-dn-13..... C-dn..... A-dn.....	300-1 400-1 600-1 NA	300-1 400-1 600-1 NA	

Procedure turn S side of W crs, 248 Outbnd, 068 Inbnd, 1800' within 10 mi.
Minimum altitude over facility on final approach crs, 1300'.

Crs and distance, facility to airport, 126-3.2.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 mi, make right turn, climb to 2000' on SW crs within 20 mi.

CAUTION: Airport without weather reporting services.

City, Joliet; State, Ill.; Airport Name, Joliet; Elev., 580'; Fac. Class, SBRAZ; Ident., JOT; Procedure No. 1, Amdt. 2; Eff. Date, 11 Jan. 58; Sup. Amdt. No. 1; Dated 6 Aug. 55

2. The automatic direction finding procedures prescribed in § 609.100 (b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

CANCELLED EFFECTIVE 11 JAN. 58, AS PROCEDURE BEING PUBLISHED AS A COMBINED ILS-ADF PROCEDURE EFFECTIVE 11 JAN. 58.

City, Duluth; State, Minn.; Airport Name, Williamson-Johnson; Elev., 1430'; Fac. Class, LOM; Ident., DL; Procedure No. 1, Amdt. Orig.; Eff. Date, 2 Nov. 57

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100 (c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Joliet LFR.....	JOT-VOR.....	Direct.....	1800	T-dn..... C-dn..... S-dn-13..... A-dn.....	300-1 600-1 400-1 NA	300-1 600-1 400-1 NA	

Procedure turn W side of crs, 329 Outbnd, 149 Inbnd, 1800' within 10 miles.
Minimum altitude over facility on final approach crs, 1300'.

Crs and distance, facility to airport, 149-2.3.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 miles, make right turn, climbing to 2000', proceed to Joliet VOR. Hold at VOR on R-149 until further clearance received.

NOTE: No approved weather reporting services.

AIR CARRIER NOTE: Not authorized for more than 2-eng aircraft.

City, Joliet; State, Ill.; Airport Name, Joliet; Elev. 580'; Fac. Class, BVOR; Ident. JOT; Procedure No. 1, Amdt. 2; Eff. Date, 11 Jan. 58; Sup. Amdt. No. 1; Dated, 17 Dec. 55

				T-dn.....	300-1	300-1	300-1
				C-d.....	700-1½	700-1½	700-1½
				C-d*.....	400-1	500-1	500-1½
				C-n.....	700-2	700-2	700-2
				C-n*.....	400-1½	500-1½	500-2
				A-dn.....	1000-2	1000-2	1000-2

*Descent authorized if Fan Marker is received.

Procedure turn E side of crs, 151 Outbnd, 331 Inbnd, 2000' within 10 miles.

Minimum altitude over VOR facility on final approach crs, 1500'. Min. alt. over FM, 1200'.

Crs and distance, facility to airport, 331-8.5.

Crs and distance, Fan Marker to Airport, 331-2.0.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.5 miles, or 2 miles from Fan Marker, climb to 2600' on outbnd crs of 331 within 15 miles of VOR.

City, Louisville; State, Ky.; Airport Name, Bowman; Elev. 549'; Fac. Class, BVOR; Ident., LOU; Procedure No. 1, Amdt. 2; Eff. Date, 12 Dec. 57 or date of com. of fac.; Sup. Amdt. No. 1; Dated, 14 Apr. 56

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	200-1½
				C-dn.....	1000-3	1000-3	1000-3
				A-dn.....	1000-3	1000-3	1000-3

Procedure turn W side, 347 Outbnd, 167 Inbnd, 2400' within 10 miles.

Minimum altitude over facility on final approach crs, 2400'.

Crs and distance, facility to airport, 167—10.7.

NOTE: 300-1 required for takeoff, Rwy 31.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 10.7 mi, climb to 2500' on R-167 within 20 mi.

CAUTION: 400' bluffs W, NW and E of airport.

City, St. Joseph; State, Mo.; Airport Name, Rosecrans Memorial; Elev., 822'; Fac. Class, BVOR; Ident., STJ; Procedure No. 1, Amdt. 3; Eff. Date, 11 Jan. 58; Sup. Amdt. No. 2; Dated, 5 May 54

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Evanston Int.....	ORD-VOR.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1½
Dundee Int.....	ORD-VOR.....	Direct.....	2500	C-dn.....	500-1	500-1	500-1½
Midway LOM.....	ORD-VOR.....	Direct.....	2000	S-dn-18.....	500-1	500-1	500-1
Glenview LFR.....	ORD-VOR.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2
Northbrook VOR.....	ORD-VOR.....	Direct.....	2000				

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from inbnd fix. Refer to O'Hare radar procedure if information on sector altitudes is desired.

Procedure turn W side of crs, 604 Outbnd, 184 Inbnd, 2200' within 5 mi of Int*.

Minimum altitude over Int* on final approach crs, 1700'.

Brng & distance, Int* or Radar Fix to airport, 184—7.0.

*Int R-004 ORD and 230° brng from NBU or radar fix.

Crs and distance, breakoff point to app end rny 18, 178—0.5.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make immediate left turn, climb to 2500' or higher altitude specified by ATC, and proceed to Northbrook VOR via R-030 ORD and R-135 OBK, or if directed by ATC: (1) make immediate left turn, climb to 3500', proceed to Evanston Int via R-075 ORD; (2) make immediate left turn, climb to 2500', proceed to Glenview LFR via 030 crs and SE crs Glenview LFR.

City, Chicago; State, Ill.; Airport Name, O'Hare Int'l; Elev., 666'; Fac. Class, VOR; Ident., ORD; Procedure No. TerVOR-18, Amdt. 3; Eff. Date, 11 Jan. 58; Sup. Amdt. No. 2; Dated, 28 Apr. 57

Evanston Int.....	ORD-VOR.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1½
Dundee Int.....	ORD-VOR.....	Direct.....	2500	C-dn.....	600-1	600-1	600-1½
Midway LOM.....	ORD-VOR.....	Direct.....	2000	S-dn-22.....	600-1	600-1	600-1
Glenview LFR.....	ORD-VOR.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2
Northbrook VOR.....	ORD-VOR.....	Direct.....	2000				

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from inbnd fix. Refer to O'Hare radar procedure if detailed information on sector altitudes is desired.

Procedure turn N side of crs, 032 Outbnd, 212 Inbnd, 2000' within 5 mi of Int*.

Minimum altitude over Int* on final approach crs, 1500'; Brng and distance, Int* or Radar Fix to airport, 212—5.0.

*Int R-032 ORD and R-146 OBK or Radar Fix.

Crs and distance, breakoff point to app end of rny 22, 217—0.5.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mi, make immediate left turn, climb to 2500' or higher altitude if specified by ATC and proceed to Northbrook VOR via R-030 ORD and R-135 OBK, or if directed by ATC: (1) make immediate left turn, climb to 3500' proceed to Evanston Int via R-075 ORD; (2) make immediate left turn, climb to 2500', proceed to Glenview LFR via 030 crs and SE crs Glenview LFR.

City, Chicago; State, Ill.; Airport Name, O'Hare Int'l; Elev., 666'; Fac. Class, VOR; Ident., ORD; Procedure No. TerVOR-22, Amdt. 5; Eff. Date, 11 Jan. 58; Sup. Amdt. No. 4; Dated, 2 Nov. 57

5. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELLED, EFFECTIVE 11 JAN. 58, AS PROCEDURE APPLIES TO MILITARY ONLY. COMBINATION ILS-ADF PROCEDURE BEING PUBLISHED FOR ALL USERS, EFFECTIVE 11 JAN. 58.

City, Duluth; State, Minn.; Airport Name, Duluth Mun.; Elev., 1430'; Fac. Class, ILS; Ident., DLH; Procedure No. 1, Amdt. 1; Eff. Date, 24 Feb. 57; Sup. Amdt. No. Orig.; Dated, 23 Feb. 57

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Duluth VOR.....	LOM.....	Direct.....	2700	T-dn.....	300-1	300-1	200-1½
Duluth LFR.....	LOM.....	Direct.....	2700	C-d.....	500-1	500-1	500-1
Int VOR R-320 and 180 brg to LOM.....	LOM.....	Direct.....	2700	C-n.....	500-1½	500-1½	500-1½
Int 142° brg to DLH-LFR and 180° brg to LOM.....	LOM.....	Direct.....	2700	S-dn-9; ILS* ADF A-dn; ILS ADF	300-¾ 500-1 400-1 600-2 800-2	300-¾ 500-1 400-1 600-2 800-2	300-¾ 500-1 400-1 600-2 800-2

*Approach lights not installed.

Procedure turn S side of final approach crs, 268° Outbnd, 088° Inbnd, 2700' within 10 miles.

Minimum altitude over LOM 2700' ILS, 2000' ADF.

Altitude of glide slope and distance to approach end of runway at LOM, 2700'-4.3; at MM, 1630'-0.7.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles of LOM, climb to 3000' on 088° crs from LOM (ILS) within 20 miles.

CAUTION: 2049' tower approximately 4.5 miles SE of Duluth Municipal Airport.

City, Duluth; State, Minn.; Airport Name, Duluth Municipal; Elev., 1430'; Fac. Class, ILS-IDL; Ident., LOM-DL; Procedure No. ILS-9, Comb. ILS-ADF; Amdt., Orig.; Eff. Date, 11 Jan. 58

La Guardia LFR.....	LOM.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1½
Glen Cove RBN.....	LOM.....	Direct.....	2500	C-d.....	500-1	600-1	600-1½
Flatbush FM.....	LOM (Final) ILS.....	Direct.....	1500	S-dn-4* ILS ADF A-dn; ILS ADF	400-¾ 500-1 400-1 600-2 800-2	400-¾ 500-1 400-1 600-2 800-2	400-¾ 500-1 400-1 600-2 800-2
Flatbush FM.....	LOM (Final) ADF.....	Direct.....	1200				

Radar vectors may be substituted for the above transitions.

*500-1 required with any component of the ILS inoperative.

Procedure turn S side SW crs, 224 Outbnd, 044 Inbnd, 1500' S of Flatbush FM but within 10 mi of LOM.

Minimum altitude at G. S. int inbnd ILS 1500', minimum altitude over LOM inbnd final 1200' ADF.

Altitude of G. S. and distance to appr end of rwy at OM 1310-3.9, at MM 295-0.7.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 mi of LOM, (1) climb to 1500' on NE crs LGA monitored during ADF approach.

CAUTION: (1) Standard clearance not provided over obstructions in final approach area, circling area of airport, and in missed approach area. (2) Unlighted obstructions in approach zone (Rwy 4) protruding 40' above lights at beginning of approach lightline decreasing to 10' above lights at 1100' from approach end of runway.

City, New York; State, N. Y.; Airport Name, La Guardia; Elev., 20'; Fac. Class, ILS-LGA; Ident., LOM-LG; Procedure No. ILS-4, Comb. ILS-ADF; Amdt. 13; Eff. Date, 11 Jan. 58; Sup. Amdt. No. 12; Dated, 15 June 57

Ontario VOR.....	LOM.....	Direct.....	*3200	T-dn.....	300-1	300-1	200-1½
Fontana FM.....	LOM.....	Direct.....	*5000	C-d.....	600-1	600-1	600-1½
Riverside LFR.....	LOM.....	Direct.....	*4000	S-dn Ry 25; ILS ADF A-dn.....	300-¾ 600-1 800-2	300-¾ 600-1 800-2	300-¾ 600-1 800-2
Downey RBN.....	LOM.....	Direct.....	# 3200				
Riverside LFR.....	Colton RBN.....	Direct.....	% 4000				
Corona Int.....	ONT VOR.....	Direct.....	6700				
Colton RBN.....	LOM (Final).....	Direct.....	*2700				

*Must be on top with tops not above 7000' MSL for ADF approach.

Must be on top with tops not above 7000' MSL for either ILS or ADF approach.

% Must be on top with tops not above 5000' for ADF approach.

**After intercepting glide slope, descent to cross LOM at 2120' is authorized.

Procedure turn S side of crs, 075 Outbnd, 255 Inbnd, 3200' within 10 mi of LOM. Beyond 10 mi NA (nonstandard due to terrain).

Minimum altitude at glide slope int inbnd—2700' ILS. Min. alt. over LOM inbnd final—2700' ADF.

Altitude of glide slope and distance to approach end of runway at LOM, 2120-3.7; at MM, 1140-10.4.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 mi of LOM, ILS and ADF: Climb to 3000' on W crs ILS (235°) not beyond Fairgrounds Int, then reverse crs to left and climb to on top on 075° crs to LOM.

CAUTION: High terrain North.

NOTE: Shuttle to 4000' between LOM and Fairgrounds Int. All turns South.

City, Ontario; State, Calif.; Airport Name, International; Elev., 952'; Fac. Class, ILS-ONT; Ident., LOM-ON; Procedure No. ILS-25, Comb. ILS-ADF; Amdt. 7; Eff. Date, 11 Jan. 58; Sup. Amdt. No. 6; Dated, 30 Nov. 57

Utica LFR.....	Utica RBN.....	Direct.....	3000	T-dn.....	300-1	300-1	200-1½
Int E crs Syracuse LFR and SE crs ILS.....	Utica RBN (Final).....	Direct.....	3000	C-d.....	400-1	500-1	500-1½
Int Syracuse R-113 and SE crs ILS.....	Utica RBN (Final).....	Direct.....	3000	S-dn # ** 33.....	300-¾	300-¾	300-¾
Sherrill VOR Int.....	Utica RBN.....	Direct.....	3000	A-dn.....	600-2	600-2	600-2
Utica LFR.....	Utica LMM.....	Direct.....	3000				

#Approach lights not commissioned.

Procedure turn E side SE crs, 149 Outbnd, 329 Inbnd, 3000' within 10 mi of Utica RBN.

Minimum altitude at G. S. int inbnd 3000'.

Altitude of G. S. and distance to appr end of rwy at Utica RBN 3000'-7.3; OM 1925'-3.8; MM 935' **—0.6.

*400-¾ with glide slope inoperative. Minimum altitude over OM with glide slope inoperative 1340' MSL.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make left climbing turn returning to Utica RBN at 3000'.

Approaches may be conducted with Utica RBN inoperative provided OM is identified prior to executing procedure turn and glide slope is utilized.

*Alternate missed approach procedure (when directed by ATC) proceed to Utica LFR climbing to 3000'.

City, Utica; State, N. Y.; Airport Name, Oneida County; Elev. 742'; Fac. Class, ILS-UCA, MHW-UTI; Ident., LMM-CA; Procedure No. ILS-33, Amdt. 1; Eff. Date, 11 Jan. 58; Sup. Amdt. No. Orig.; Dated, 7 June 56

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Wilmington RBN	LOM	Direct	1300	T-dn	300-1	300-1	200-1½
Wilmington VOR	LOM	Direct	1300	C-dn	500-4	500-1	500-1½
				S-dn-34			
				ADF	400-1	400-1	400-1
				ILS*	300-¾	300-¾	300-¾
				A-dn			
				ADF	800-2	800-2	800-2
				ILS	600-2	600-2	600-2

*400-¾ required when glide slope not utilized.

Procedure turn E side of S crs, 163 Outbnd, 343 Inbnd, 1400' within 10 mi.

Minimum altitude at glide slope int inbnd—1400' ILS; min. alt. over LOM inbnd final—800' ADF.

Altitude of glide slope and distance to approach end of runway at OM 1385—4.7; at MM—230—0.6.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 mi after passing LOM (ADF) climb to 1300' on N crs ILS (343) within 20 mi.

NOTE: No approach lights.

City, Wilmington; State, N. C.; Airport Name, New Hanover County; Elev., 31'; Fac. Class, ILS-IIMN; Ident., LOM-IM; Procedure No. ILS-34, Comb. ILS-ADF; Amdt. 2; Eff. Date, 12 Dec. 57; Sup. Amdt. No. 1; Dated, 16 July 55

6. The radar procedures prescribed in § 609.500 are amended to read in part:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
					Precision approach		
				T-dn	300-1	300-1	200-1½
				C-dn	500-1	600-1	600-1½
				S-dn-4	400-¾	400-¾	400-¾
				A-dn	600-2	600-2	600-2

*500-1 required with approach lights inoperative.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1500' on NE crs of La Guardia LFR or when directed by ATC: Climb to a higher altitude or make a climbing right turn to 1500' and return to Flatbush FM.

CAUTION: (1) Circling minimums do not provide standard clearance over obstructions. (2) Unlighted obstructions in approach zone (Runway 4) protruding 40' above lights at beginning of approach lightline decreasing to 10' above lights at 1100' from approach end of runway.

City, New York; State, N. Y.; Airport Name, La Guardia; Elev., 20'; Fac. Class, La Guardia; Ident.; Radar; Procedure No. 1, Amdt. 7; Eff. Date, 11 Jan. 58; Sup. Amdt. No. 6; Dated, 16 June 59

These procedures shall become effective on the dates indicated on the procedures.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551)

[SEAL]

DECEMBER 11, 1957.

WILLIAM B. DAVIS,
Acting Administrator of Civil Aeronautics.

[F. R. Doc. 57-10411; Filed, Dec. 19, 1957; 8:45 a. m.]

TITLE 7—AGRICULTURE

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

PART 939—BEURRE D'ANJOU, BEURRE BOSC, WINTER NELIS, DOYENNE DU COMICE, BEURRE EASTER, AND BEURRE CLAIRGEAU PEARS GROWN IN OREGON, WASHINGTON, AND CALIFORNIA

DETERMINATION RELATIVE TO EXPENSES AND RATE OF ASSESSMENT FOR THE 1957-58 FISCAL PERIOD

Notice was published in the November 21, 1957, daily issue of the FEDERAL REGISTER (22 F. R. 9295) that consideration

was being given to proposals regarding the expenses and the fixing of the rate of assessment for the 1957-58 season under the marketing agreement, as amended, and Order No. 39, as amended (7 CFR Part 939), regulating the handling of Beurre D'Anjou, Beurre Bosc, Winter Nelis, Doyenne du Comice, Beurre Easter, and Beurre Clairgeau pears grown in Oregon, Washington, and California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.).

After consideration of all relevant matters presented, including the proposals set forth in the aforesaid notice which were submitted by the Control Commit-

tee (established pursuant to said amended marketing agreement and order), it is hereby found and determined that:

§ 939.210 Expenses and rate of assessment for the 1957-58 fiscal period—(a) Expenses. Expenses that are reasonable and likely to be incurred by the Control Committee, established pursuant to the provisions of the aforesaid amended marketing agreement and order, to enable such committee to perform its functions, in accordance with the provisions thereof, during the fiscal period beginning July 1, 1957, and ending June 30, 1958, both dates inclusive, will amount to \$29,747.50.

(b) Rate of assessment. The rate of assessment, which each handler who first

handles pears shall pay as his pro rata share of the aforesaid expenses in accordance with the applicable provisions of said amended marketing agreement and order, is hereby fixed at 6 mills (\$0.006) per standard western pear box of pears, or its equivalent of pears in other containers or in bulk, shipped by such handler during said fiscal period.

It is hereby further found that good cause exists for not postponing the effective date hereof until 30 days after publication in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) in that (1) in accordance with the provisions of said amended marketing agreement and order, the rate of assessment is applicable to all pears shipped during the 1957-58 fiscal period; (2) shipments of such pears are now being made; and (3) it is essential that the specification

of the assessment rate be issued immediately so that the aforesaid assessments may be collected and thereby enable said Control Committee to perform its duties and functions in accordance with said amended marketing agreement and order.

As used herein, terms shall have the same meaning as when used in said amended marketing agreement and order.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated, December 17, 1957, to become effective upon publication in the FEDERAL REGISTER.

[SEAL] ROY W. LENNARTSON,
Deputy Administrator,
Marketing Services.

[F. R. Doc. 57-10529; Filed, Dec. 19, 1957;
8:49 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF COMMERCE

Civil Aeronautics Administration

[14 CFR Part 52]

REPAIR STATION CERTIFICATES

CHANGES IN HOUSING AND FACILITIES

The rule requiring a filing of a request for a modified or amended repair station certificate in § 52.5-1 (c) lists, among other things, a change of location but does not refer to a change in housing and facilities as provided in § 52.10 of the Civil Air Regulations. To correct this omission, it is proposed to amend § 52.5-1 (c) (1) to include a change in housing and facilities to the requirements for the filing of a request for a modified or amended certificate.

All interested persons who desire to submit comments and suggestions for consideration in connection with this amendment to the rule contained in § 52.5-1 should send them to the Director, Office of Flight Operations and Airworthiness, Civil Aeronautics Administration, Washington 25, D. C., within 30 days after publication of this notice in the FEDERAL REGISTER.

1. Section 52.5-1 (c) (1) is amended to read:

§ 52.5-1 Procedure for applying for a repair station certificate (CAA rules which apply to § 52.5). * * *

(c) Modifications or amendments to certificate. * * *

(1) Change of location, or in the housing and facilities.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply secs. 1, 601, 602, 605, 607, 610, 52 Stat. 977, 1007, 1008, 1010, 1011, 1012, as amended; 49 U. S. C. 401, 551, 552, 555, 557, 560)

[SEAL] WILLIAM B. DAVIS,
Acting Administrator
of Civil Aeronautics.

DECEMBER 13, 1957.

[F. R. Doc. 57-10504; Filed, Dec. 19, 1957;
8:45 a. m.]

No. 246—2

INTERSTATE COMMERCE COMMISSION

[49 CFR Part 195]

[Ex Parte No. MC-40]

HOURS OF SERVICE OF DRIVERS

QUALIFICATIONS AND MAXIMUM HOURS OF SERVICE OF EMPLOYEES OF MOTOR CARRIERS AND SAFETY OF OPERATION AND EQUIPMENT

At a General Session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 2d day of December A. D. 1957.

It appearing, that effective administration of our regulations relating to hours of service of drivers requires the filing of certain reports by motor carriers to keep us informed as to the extent of compliance and noncompliance therewith; and

It further appearing, that modifications in our classification of motor carriers of property under the Uniform System of Accounts, which became effective January 1, 1957, require amendment of § 195.9 (c) of the Motor Carrier Safety Regulations:

It is ordered, That pursuant to section 4 (a) of the Administrative Procedure Act (60 Stat. 237, 5 U. S. C. 1003), notice is hereby given of the Commission's proposal to amend § 195.9 (c) of the Motor Carrier Safety Regulations, adopted April 14, 1952, as amended (49 CFR 195.9 (c)), (Authority: 49 Stat. 546, as amended, 49 U. S. C. 304), as follows:

Delete the present paragraph and substitute therefor the following:

(c) Every Class I motor carrier of passengers and every Class I and Class II motor carrier of property, as defined by the Commission in prescribing the uniform system of accounts (§§ 181.02-1 and 182.01-1 of this subchapter), shall file on Form BMC-62 (§ 7.62 of this chapter) a report for every calendar month in which no driver employed or used by

it has been required or permitted to be on duty, or to drive or operate a motor vehicle in excess of the hours prescribed by §§ 195.3 and 195.4.

It is further ordered, That interested persons may on or before January 31, 1958, submit written statements containing data, views, or arguments, verified under oath by a person having knowledge of such data, views, or arguments, and that thereafter consideration will be given to the proposed amendment, or some revision thereof, in the light of the statements which may be submitted.

It is further ordered, That one signed copy and 14 additional copies of such statements be furnished for the use of the Commission by mailing to the Secretary of the Interstate Commerce Commission, Washington, D. C. No oral hearing is contemplated, but any request for such hearing shall be supported by an explanation as to why the evidence to be presented cannot reasonably be submitted in the form heretofore provided. The Commission thereafter will determine whether or not assignment of the matter for oral hearing is necessary or desirable.

And it is further ordered, That notice of this proposed rule modification shall be given to motor carriers, other persons of interest, and to the general public by depositing a copy thereof in the office of the Secretary of the Interstate Commerce Commission, Washington, D. C., and by filing a copy with the Director, Division of the Federal Register.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 57-10511; Filed, Dec. 19, 1957;
8:46 a. m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 4]

[Docket No. 12116; FCC 57-1352]

EXPERIMENTAL, AUXILIARY, AND SPECIAL BROADCAST SERVICES

OPERATION OF LOW POWER TELEVISION BROADCAST REPEATER STATIONS; ORDER EXTENDING TIME FOR FILING COMMENTS

At a session of the Commission held at its offices in Washington, D. C., on the 11th day of December 1957.

The Commission has before it for consideration a letter dated December 4, 1957, from Governor McNichols of Colorado, filed on behalf of the Colorado Television Repeater Association, requesting the Commission to extend the time for filing comments in this proceeding from December 15, 1957, to January 15, 1958.

Governor McNichols states that the Association has acted with all possible speed in preparing its comments but has been unable to compile the engineering information, obtain data from manufacturers relating to equipment, make competent measurements, and complete the preparation of its comments based on

the data obtained within the presently specified time period.

The Commission is of the view that Governor McNichols has set forth good cause for extending the time for filing comments in this proceeding and that such extension will serve the public interest, convenience and necessity.

Accordingly, it is ordered, That the request of Governor McNichols is granted; and that the time for filing comments in this proceeding is extended

from December 15, 1957, to January 15, 1958, and that the time for filing reply comments is extended from January 14, 1958, to February 14, 1958.

Released: December 16, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-10523; Filed, Dec. 19, 1957;
8:48 a. m.]

NOTICES

DEPARTMENT OF THE TREASURY

United States Coast Guard

[CGFR 57-51]

ADDRESS AND DESCRIPTION OF CAPTAIN OF
THE PORT OFFICE AND PORT AREA FOR
WILMINGTON, N. C.

For the information of those affected by the requirements in 33 CFR Part 124 (Control Over Movement of Vessels) to file advance notice of time of arrival with the local Captain of the Port or the Coast Guard District Commander, the addresses and descriptions of Coast Guard districts, as well as Captain of the Port offices and port areas, were published in the FEDERAL REGISTER dated March 12, 1955 (20 F. R. 1537-1539), as Coast Guard Document CGFR 55-7 and Federal Register Document 55-2100. A "Captain of the Port Office and Port Area" for Wilmington, N. C., has been established. The address of this office and the description of the area are as follows:

Fifth Coast Guard District. * * *

Captain of the Port Office, c/o Wilmington Group, Custom House Wharf, Wilmington, N. C.: All navigable waters of the United States and contiguous land areas within the following boundaries: On the east 77°55'00" W. meridian, on the south the 33°50'00" N. parallel, on the west the 78°02'00" W. meridian, and on the north the 34°17'00" N. parallel.

Dated: December 12, 1957.

[SEAL] A. C. RICHMOND,
Vice Admiral, U. S. Coast Guard,
Commandant.

[F. R. Doc. 57-10522; Filed, Dec. 19, 1957;
8:48 a. m.]

DEPARTMENT OF JUSTICE

Office of the Attorney General

[Order No. 155-57]

ESTABLISHMENT OF THE CIVIL RIGHTS
DIVISION IN THE DEPARTMENT OF JUSTICE

DECEMBER 9, 1957.

By virtue of the authority vested in me by law, including particularly section 161 of the Revised Statutes of the United States (5 U. S. C. 22) and section 2 of Reorganization Plan No. 2 of 1950 (64

Stat. 1261), and as Attorney General of the United States: *It is hereby ordered*, As follows:

1. There is hereby established in the Department of Justice a division to be known and designated as the Civil Rights Division, at the head of which there shall be an Assistant Attorney General.

2. Subject to the general supervision and direction of the Attorney General, the following-described matters are assigned to, and shall be conducted, handled, or supervised by, the Assistant Attorney General in charge of the Civil Rights Division:

(a) Enforcement of all Federal statutes affecting civil rights, and authorization of such enforcement, including criminal prosecutions, and civil actions and proceedings on behalf of the Government; and appellate proceedings in all such cases.

(b) Requesting, directing and reviewing of investigations arising from reports or complaints of public officials or private citizens with respect to matters affecting civil rights.

(c) Conferring with individuals and groups who call upon the Department in connection with civil-rights matters, advising such individuals and groups thereon, and initiating action appropriate thereto.

(d) Coordination within the Department of Justice of all matters affecting civil rights.

(e) Consultation with and assistance to other Federal departments and agencies and State and local agencies on matters affecting civil rights.

(f) Research on civil-rights matters, and the making of recommendations to the Attorney General as to proposed policies and legislation therefor.

(g) Upon their request, assisting the Commission on Civil Rights and other similar Federal bodies in carrying out research and formulating recommendations.

3. All functions, records, property, positions, and funds of the Civil Rights Section of the Criminal Division are hereby transferred to the Civil Rights Division.

WILLIAM P. ROGERS,
Attorney General.

[F. R. Doc. 57-10514; Filed, Dec. 19, 1957;
8:46 a. m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Classification No. 581]

CALIFORNIA

SMALL TRACT CLASSIFICATION

DECEMBER 13, 1957.

1. Pursuant to authority delegated to me by the California State Supervisor, Bureau of Land Management, under Part II, Document 4, California State Office, dated November 19, 1954 (19 F. R. 7697), I hereby classify the following described lands, totaling 2,571.02 acres in Riverside County, California, as suitable for disposition for residence purposes under the Small Tract Act of June 1, 1938 (52 Stat. 609; 43 U. S. C. 682a) as amended:

SAN BERNARDINO MERIDIAN

T. 4 S., R. 8 E.,

Sec. 30, All;

Sec. 32, All.

T. 5 S., R. 8 E.,

Sec. 4, All;

Sec. 10, All.

2. Classification of the above-described lands by this order segregates them from all appropriations, including locations under the mining laws, except as to applications under the mineral leasing laws.

3. The lands classified by this order shall not become subject to application under the Small Tract Act of June 1, 1938 (52 Stat. 609; 43 U. S. C. 682a), as amended, until it is so provided by an order to be issued by an authorized officer, opening the lands to application or bid with a preference right to veterans of World War II and of the Korean conflict and other qualified persons entitled to preference under the act of September 27, 1944 (58 Stat. 497; 43 U. S. C. 279-284), as amended.

4. All valid applications filed prior to December 13, 1957, will be granted, as soon as possible, the preference right provided for by 43 CFR 257.5 (a).

ROLLA E. CHANDLER,
Officer-in-Charge,
Southern Field Group,
Los Angeles, California.

[F. R. Doc. 57-10509; Filed, Dec. 19, 1957;
8:47 a. m.]

DEPARTMENT OF COMMERCE

Bureau of Foreign Commerce

[File 7-60, 23-565]

INDUSTRIE-WARENVERKEHR AND GEORG
EIGLER

ORDER TEMPORARILY REVOKING AND DENYING
EXPORT PRIVILEGES

In the matter of Industrie-Warenverkehr, and Georg Eigler, Lilliengasse 1, Vienna 1, Austria, respondents; File 7-60, 23-565.

The Investigation Staff of the Bureau of Foreign Commerce, United States Department of Commerce, applied to the Compliance Commissioner, pursuant to the provisions of § 332.11 of the Bureau

of Foreign Commerce Export Regulations (Title 15, Chapter III, Subchapter B, Code of Federal Regulations), for an order temporarily suspending Industrie-Warenverkehr and Georg Eigler, the respondents herein, from all United States export privileges pending completion of an investigation of violations of the Export Regulations involving said individuals.

The Compliance Commissioner, having considered the evidence submitted in support of said application, has reported the facts upon which the application is based from which it appears that the respondents, having obtained control of 100 tons of "Ethyl" anti-knock compound motor mix licensed for consumption in Austria, have permitted it to be sold to an unauthorized purchaser and consignee who has caused it to be diverted to a person and destination unknown, and that the respondents are large distributors of great quantities of goods exported from the United States, much of said goods being of a strategic nature; and

It appearing further that an investigation of the foregoing matter is presently being conducted by the Investigation Staff and that it is contrary to the public interest at this time to permit said respondents or persons and firms associated with them to participate in any further exportations from the United States; and that the temporary suspension hereinafter provided is reasonable and necessary to protect the public interest;

Now, therefore, it is ordered, As follows:

(1) All outstanding validated export licenses in which respondents, Industrie-Warenverkehr and Georg Eigler, appear or participate as purchaser, intermediate consignee, ultimate consignee, or otherwise, are hereby revoked and shall be returned forthwith to the Bureau of Foreign Commerce for cancellation;

(2) The said respondents, Industrie-Warenverkehr and Georg Eigler, their agents, servants, and employees, and all persons and firms associated with them, are hereby denied all privileges of participating directly or indirectly in any manner, form or capacity in an exportation of any commodity from the United States to any foreign destination, including Canada, whether such exportation has heretofore or hereafter been completed. Without limitation of the generality of the foregoing, participation in an exportation shall include and prohibit respondents' participation (a) as parties or as representatives of a party to any validated export license application; (b) in the obtaining or using of any validated or general export license or other export control document; (c) in the receiving, ordering, buying, selling, delivering or disposing of any commodities in whole or in part exported or to be exported from the United States; and (d) in the financing, forwarding, transporting, or other servicing of exports from the United States;

(3) Such denial of export privileges shall apply not only to the said respondents, but also to any other person, firm, corporation, or business organization

with which the respondents may be now or hereafter related by ownership, control, position of responsibility, or other connection in the conduct of trade which may involve exports from the United States or services connected therewith;

(4) This order shall take effect forthwith and shall remain in effect for a period of sixty days from the date hereof unless it is hereafter extended, amended, modified or vacated in accordance with the provisions of the Export Regulations;

(5) No person, firm, corporation, or other business organization, within the United States or elsewhere, and whether or not engaged in trade relating to exports from the United States, shall, without prior disclosure of the facts to, and specific authorization from, the Bureau of Foreign Commerce, directly or indirectly in any manner, form or capacity (a) apply for, obtain, transfer, or use any license, shipper's export declaration, bill of lading, or other export control document relating to any exportation of commodities from the United States, or (b) order, receive, buy, sell, use, deliver, dispose of, finance, transport, forward, or otherwise service or participate in an exportation from the United States, or in a reexportation of any commodity exported from the United States, with respect to which any of the persons or companies within the scope of paragraphs (2) and (3) hereinabove receive any benefit or have any interest or participation of any kind or nature, direct or indirect;

(6) A certified copy of this order shall be served upon the said respondents;

(7) In accordance with the provisions of § 232.11 (c) of the Export Regulations, the respondents may move at any time to vacate or modify this temporary suspension order by filing an appropriate motion therefor, supported by evidence, with the Compliance Commissioner and may request oral hearing thereon, which, if requested, shall be held before the Compliance Commissioner at Washington, D. C., at the earliest possible date.

Dated: December 17, 1957.

JOHN C. BORTON,
Director,
Office of Export Supply.

[F. R. Doc. 57-10508; Filed, Dec. 19, 1957;
8:46 a. m.]

[Case 238-A]

NANYANG BROTHERS TOBACCO CO., LTD.,
AND TSZE E. PUN & CO.

ORDER DENYING EXPORT PRIVILEGES

In the matter of Nanyang Brothers Tobacco Co., Ltd., Hong Kong, and Tsze E. Pun & Co., Hong Kong, respondents; Case No. 238-A.

The respondents, Nanyang Brothers Tobacco Co., Ltd. and Tsze E. Pun & Co., having been charged by the Agent-in-Charge, Investigation Staff, Bureau of Foreign Commerce, U. S. Department of Commerce, with having contrived a scheme or plan whereby, in violation of the Export Control Act of 1949, as amended, and regulations promulgated thereunder, large quantities of tobacco

were exported from the United States to Nanyang Brothers Tobacco Co., Ltd., a designated national pursuant to the Trading With the Enemy Act; and

The said respondents having been duly served with the charging letter, which Tsze E. Pun & Co. alone answered, Nanyang Brothers Tobacco Co., Ltd. having failed to answer and being in default;

This case was referred to the Compliance Commissioner.

The Compliance Commissioner, having heard and considered all the evidence submitted in support of the charges and the answer of Tsze E. Pun & Co. in opposition thereto, has transmitted to the undersigned Director, Office of Export Supply, Bureau of Foreign Commerce, U. S. Department of Commerce, his written report, including findings of fact and findings that violations have occurred, and his recommendation that the respondents be denied export privileges as hereafter set forth, together with which report he has transmitted also the transcript of the hearing, all exhibits submitted, the charging letter and answer.

After reviewing and considering the entire record of this case and the Compliance Commissioner's Report and Recommendation, I hereby make the following findings of fact:

1. At all times hereafter mentioned, A. C. Monk & Co., Inc., of Farmville, North Carolina, was and now is engaged in the exportation of leaf tobacco from the United States. A. C. Monk & Co., Inc. (hereafter referred to as Monk) was duly served with the charging letter in this case, admitted, for the purpose of this case, the facts therein charged, and consented to the entry against it of an export control denial order placing it on probation for a period of six months, with the proviso that if, during said six months, it violated any export control regulation, it would be denied export privileges for a period of six months. (22 F. R. 8324, Oct. 23, 1957.) Monk was indicted also in the United States District Court for the Eastern District of North Carolina for violations of the Export Control Act, the regulations promulgated thereunder, and of the Trading With the Enemy Act, pleaded nolo contendere thereto, and was fined \$30,000. It is not a party to this order.

2. At all times hereafter mentioned, Tsze E. Pun & Co. (hereafter referred to as Pun) was engaged in the business of arranging sales of tobacco by Monk to purchasers in Hong Kong. In connection with such sales, particularly the sales hereafter mentioned, it acted on behalf of Monk as its agent and, in connection with the tobacco transactions hereafter described, it acted also as agent of Nanyang Brothers Tobacco Co., Ltd., another respondent herein. At some time after the happening of the events hereafter described, Pun became a designated national under the Trading With the Enemy Act and is now such designated national.

3. At all times hereafter mentioned, Nanyang Brothers Tobacco Co., Ltd. (hereafter referred to as Nanyang), with principal office in Shanghai, China, was engaged in Hong Kong in the importa-

tion of leaf tobacco from the United States and in the manufacture in Hong Kong of cigarettes for sale and distribution in Hong Kong. At all times hereafter mentioned, Nanyang was and continues to be a designated national under the Trading With the Enemy Act.

4. In substance, if a person or firm is a designated national under the Trading With the Enemy Act (by action of the Treasury Department), no person subject to the jurisdiction of the United States is permitted, among other things, to transport or export or deal in or exercise any right "with respect to, or transactions involving, any property in which" such designated national "has any interest." (Title 5, U. S. C. A. App. sec. 5 (b) (1) (B))

5. During some time prior to the happening of the events hereafter described, Monk, with the aid of Pun, had made shipments to Nanyang, despite the fact that Nanyang was, at such times, a designated national, and the parties hereto, as well as Monk, were duly informed that, by reason of the fact that Nanyang had become a designated national, Monk would not be permitted to export tobaccos to Nanyang so long as it remained a designated national.

6. Having such knowledge, Pun and Nanyang, with the agreement and collaboration of Monk, did thereafter contrive a plan or scheme whereby Nanyang would be able to import tobaccos from Monk in the United States even though Nanyang was and remained a designated national.

7. The plan or scheme to which Pun, Nanyang, and Monk agreed was that Monk's sales of tobacco to Nanyang would be made by using Pun as the ostensible purchaser and consignee and that Pun, on arrival of the tobaccos in Hong Kong, would turn them over to Nanyang.

8. Some of the sales and deliveries of tobacco hereafter described were made during a time when tobaccos were not permitted to be exported from the United States to Hong Kong unless, prior to such exportation, the exporter had applied to the Department of Commerce for and had obtained from it a validated license. This requirement was modified on or about the 20th day of May, 1954, and exportations of tobacco from the United States following that day were permitted to be made pursuant to a general license authorizing the exportation of tobacco provided that other conditions, such as, for example, the fact that the consignee was a designated national, were not existent.

9. For the purpose of exporting tobaccos to Nanyang, in February, March, April, and May of 1954, Monk applied to the Department of Commerce for validated export licenses to export tobaccos to Hong Kong. The tobaccos described by Monk in its applications for export licenses had all been sold to Nanyang at the time of and prior to the time when Monk applied for said export licenses. In each of the said applications, Monk, in accordance with the plan to which Pun and Nanyang agreed and to which Pun and Nanyang were parties, falsely stated and represented in its applica-

tions that the ultimate consignee in Hong Kong was Pun. Upon this representation and other representations contained in the applications, four validated licenses were issued authorizing the exportation by Monk to Pun of the tobaccos therein described.

10. Thereafter, and in accordance with the said plan or scheme, Monk exported from the United States, pursuant to the authority of said export licenses, nine hogsheads of leaf tobacco on or about March 13, 1954, ten hogsheads on or about April 10, 1954, nine hogsheads on or about May 21, 1954, and ten hogsheads on or about June 11, 1954.

11. In order to effectuate said exportations, Monk did, at about the same times, in accordance with said plan or scheme, cause to be authenticated shipper's export declarations in which it falsely named Pun as the ultimate consignee and obtained bills of lading in which Pun was similarly named as consignee. At the same times, Monk issued commercial invoices for the tobaccos involved in the amounts of \$8,479.76, \$9,380.92, \$8,438.80, and \$9,542.12; and in each of said invoices Pun was falsely described as the purchaser.

12. Thereafter, and further in pursuance of said plan or scheme, Monk made additional exportations of tobacco from the United States to Nanyang, which exportations were made under and pursuant to general license. In this series of exportations, Monk exported to Nanyang ten hogsheads on or about August 12, 1954, eleven hogsheads on or about September 19, 1954, ten hogsheads on or about December 18, 1954, seven hogsheads on or about March 28, 1955, eight hogsheads on or about April 12, 1955, eight hogsheads on or about May 1, 1955, eight hogsheads on or about June 1, 1955, forty-two hogsheads on or about May 29, 1955, forty-nine hogsheads on or about June 18, 1955, eighteen hogsheads on or about August 19, 1955, twenty-one hogsheads on or about September 11, 1955, and twenty-one hogsheads on or about October 11, 1955.

13. For these shipments Monk had authenticated shipper's export declarations in which, in accordance with said plan or scheme, Pun was designated falsely as the ultimate consignee.

14. For these shipments, also in accordance with said plan or scheme, Monk executed and issued commercial invoices in which it falsely named Pun as the purchaser, these invoices being for \$9,347.86, \$10,311.04, \$3,191.25, \$3,807.72, \$4,423.20, \$4,419.86, \$4,400.90, \$12,753.27, \$15,026.55, \$5,249.33, \$6,155.31, and \$6,141.42.

15. All the said tobaccos were in fact purchased by Nanyang from Monk, and in connection with none of said exportations was Pun the true ultimate consignee.

And, from the foregoing, the following are my conclusions:

A. Tsze E. Pun & Co. and Nanyang Brothers Tobacco Co., Ltd. knowingly caused false representations, statements, and certifications to be made to and material facts to be concealed from the Department of Commerce in connection with the preparation, submission, is-

suance, and use of applications for validated licenses, validated licenses, and shipper's export declarations for the purpose of or in connection with effecting exportations from the United States, in violation of § 381.5 of the Export Regulations.

B. Tsze E. Pun & Co. and Nanyang Brothers Tobacco Co., Ltd. knowingly caused to be used validated export licenses and authenticated shipper's export declarations for the purpose of and in connection with facilitating and effecting exports from the United States, contrary to the terms, conditions, and provisions of said licenses and declarations, in violation of §§ 381.5 and 381.8 of the Export Regulations.

C. Tsze E. Pun & Co. and Nanyang Brothers Tobacco Co., Ltd. knowingly caused, abetted, induced, procured, and permitted the doing of acts prohibited by and the omission of acts required by the Export Control Act of 1949, as amended, and the regulations and licenses issued and established thereunder, in violation of § 381.2 of the Export Regulations.

D. Tsze E. Pun & Co. and Nanyang Brothers Tobacco Co., Ltd. knowingly acted in concert for the purpose of bringing about violations of the Export Control Act of 1949, as amended, and the regulations and licenses issued and established thereunder, as aforesaid, in violation of § 381.3 of the Export Regulations.

In connection with his recommendation that the remedial action hereafter provided be taken, the Compliance Commissioner said,

These respondents deliberately planned to make false representations that Pun was the purchaser and to conceal that Nanyang was the purchaser for the purpose of getting leaf tobaccos from the United States to Nanyang Brothers Tobacco Co., Ltd. They knew that Nanyang could not legally receive tobaccos from the United States by reason of the fact that it was a designated national. It was not a hasty scheme and the parties resorted to it after having explored fully the possibility that Nanyang might be unblocked and after having concluded that that was futile. They are beyond the jurisdiction of the United States and so not available for criminal prosecution, as was Monk. While the parties deliberately caused the false representations and statements to be made and thus wrongfully obtained for Nanyang tobaccos from the United States, I do not overlook the fact that tobacco was a surplus commodity and the further fact that, so far as the investigating authorities have been able to ascertain, all the tobacco so exported was manufactured into cigarettes in Hong Kong and none of the tobacco or of the cigarettes manufactured therefrom was transhipped out of Hong Kong. I have taken into consideration, as well, the assertions by Pun, in its answer, of the past mutually profitable relations between Nanyang and American exporters of tobacco, as well as the friendly attitude of Pun and Nanyang's officials to the United States. Also, while this case is a false representation and wrongful exportation export control case, it is inextricably interwoven with the Trading With the Enemy Act and the fact that Nanyang was and is a designated national. Since the happening of the events of this case, Pun has been similarly designated. Taking into consideration all the facts of this case, it is my recommendation that each of the respondents, Tsze E. Pun & Co. and Nanyang Brothers

Tobacco Co., Ltd. be denied export privileges for a period of eighteen months from the date of the order to be entered herein or for so long as they continue to be designated nationals, whichever may be the longer period of time.

Now, after careful consideration of the entire record and being of the opinion that the recommendation of the Compliance Commissioner is fair and just and that this order is necessary to achieve effective enforcement of the law:

It is hereby ordered:

I. The respondents, Tsze E. Pun & Co. and Nanyang Brothers Tobacco Co., Ltd., hereby are denied all privileges of participating, directly or indirectly, in any manner or capacity, in any exportation of any commodity or technical data from the United States to any foreign destination, including Canada, whether such exportation has heretofore or hereafter been completed. Without limitation of the generality of the foregoing denial of export privileges, participation in an exportation is deemed to include and prohibit participation by a respondent, directly or indirectly, in any manner or capacity, (a) as a party or as a representative of a party to any validated export license application, (b) in the preparation or filing of any export license application or document to be submitted therewith, (c) in the obtaining or using of any validated or general export license or other export control document, (d) in the receiving, ordering, buying, selling, delivering, using, or disposing in any foreign country of any commodities in whole or in part exported or to be exported from the United States, and (e) in financing, forwarding, transporting, or other servicing of such exports from the United States.

II. Such denial of export privileges, to the extent that the respondents may be affected thereby, shall extend not only to them, but also to any persons, firms, corporations, or business organizations with which they may be now or hereafter related by ownership, control, position of responsibility, or other connection in the conduct of trade in which may be involved exports from the United States or services connected therewith.

III. Such denial of export privileges shall be for a period of eighteen months or so long as the said respondents shall continue to be designated nationals under the Trading With the Enemy Act, whichever shall be the longer period. If, after the expiration of eighteen months from the date hereof, the Foreign Assets Control of the Treasury Department makes a finding that a respondent hereto is no longer a designated national, then, as to such respondent, all export privileges denied to such respondent hereby shall be restored to it without further order or action of the Bureau of Foreign Commerce.

IV. No person, firm, corporation, or other business organization, whether in the United States or elsewhere, during any time when a respondent hereto or any related party is prohibited under the terms hereof from engaging in any activity within the scope of Part I hereof, shall, on behalf of or in any association with such respondent or related

party, without prior disclosure to, and specific authorization from the Bureau of Foreign Commerce, directly or indirectly, in any manner or capacity, (a) apply for, obtain, or use any export license, shipper's export declaration, bill of lading, or other export control document relating to any such prohibited activity, (b) order, receive, buy, sell, deliver, use, dispose of, finance, transport, forward, or otherwise service or participate in any exportation from the United States. Nor shall any such person, firm, corporation, or other business organization do any of the foregoing acts with respect to any exportation in which such respondent or any related party may have any interest or obtain any benefit of any kind or nature, direct or indirect.

Dated: December 17, 1957.

JOHN C. BORTON,
Director,
Office of Export Supply.

[F. R. Doc. 57-10519; Filed, Dec. 19, 1957;
8:47 a. m.]

BUREAU OF THE BUDGET

MINNESOTA AND WISCONSIN

ORDER TRANSFERRING CERTAIN LANDS TO SECRETARY OF AGRICULTURE FOR USE, ADMINISTRATION, AND DISPOSITION

Whereas I find suitable for the purposes of Title III of the Bankhead-Jones Farm Tenant Act, approved July 22, 1937 (50 Stat. 522; 7 U. S. C. 1010 et seq.), and the related provisions of Title IV thereof, certain lands of the United States under the supervision of the Secretary of Agriculture which are being used as parts of tree nurseries for the production of planting stock, which lands are described as follows:

1. That certain tract in Lake County, State of Minnesota, conveyed to the United States by the County of Lake, State of Minnesota, by deed dated April 27, 1936 and recorded May 11, 1936 in Deed Book 33, Page 16, Records of Lake County, State of Minnesota, being 2 acres, more or less.

2. That certain tract in Oneida County, State of Wisconsin, conveyed to the United States by the County of Oneida, State of Wisconsin, by deed dated May 6, 1937 and recorded May 6, 1937 in Volume 133 of Deeds, Page 111, Records of Oneida County, State of Wisconsin, being 12.70 acres, more or less.

3. That certain tract in Oneida County, State of Wisconsin, conveyed to the United States by the County of Oneida, State of Wisconsin, by deed dated February 12, 1937 and recorded February 12, 1937 in Volume 133 of Deeds, Page 16, Records of Oneida County, State of Wisconsin, being 22.34 acres, more or less.

Now, therefore, by virtue of and pursuant to the authority vested in the President by section 45 of the said Bankhead-Jones Farm Tenant Act, and delegated to the Director of the Bureau of the Budget by section 1 (g) of Executive Order No. 10530 of May 10, 1954; *It is ordered*, That all the right, title, and interest of the United States in and to the above-described lands be, and they are hereby, transferred to the Secretary of Agriculture for use, administration, and disposition in accordance with the

provisions of Title III of the said act and the related provisions of Title IV thereof.

PERCIVAL F. BRUNDAGE,
Director of the
Bureau of the Budget.

DECEMBER 16, 1957.

[F. R. Doc. 57-10502; Filed, Dec. 19, 1957;
8:45 a. m.]

CIVIL AERONAUTICS BOARD

[Docket No. 9150]

LINEA AEREA NACIONAL DE CHILE

NOTICE OF PREHEARING CONFERENCE

In the matter of the application of Linea Aerea Nacional de Chile for a foreign air carrier permit to authorize service between Santiago, Chile and Miami, Florida, U. S. A., via intermediate points.

Notice is hereby given that a prehearing conference in the above-entitled application is assigned to be held on December 30, 1957, at 10:00 a. m., e. s. t., in Room E-210, Temporary Building No. 5, 16th Street and Constitution Avenue NW., Washington, D. C., before Examiner Herbert K. Bryan.

Dated at Washington, D. C., December 16, 1957.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F. R. Doc. 57-10530; Filed, Dec. 19, 1957;
8:50 a. m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 11982, etc.; FCC 57M-1267]

ENTERPRISE BROADCASTING CO. ET AL.

ORDER FOLLOWING FOURTH PREHEARING CONFERENCE

In re applications of Enterprise Broadcasting Company, Fresno, California; Docket No. 11982, File No. BP-10319; Air Waves, Incorporated (KONG), Visalia, California, Docket No. 11983, File No. BP-10432; Radio Dinuba Company (KRDU), Dinuba, California; Docket No. 11984, File No. BP-10735; for construction permits.

The Hearing Examiner has under consideration certain agreements arrived at on the record of the prehearing conference in the above-entitled matter held on December 12, 1957; accordingly,

It is ordered, This 13th day of December 1957, that the hearing involving testimony of lay witnesses will commence at 2:00 p. m., December 20, 1957, in the Commission's offices in Washington, D. C.; and

It is further ordered, That the parties shall informally exchange their supplemental engineering exhibits on or before January 13, 1958; and

It is further ordered, That the parties shall informally notify each other on or before January 20, 1958, as to which, if any, engineering witnesses should be called for cross-examination; and

It is further ordered, That, that portion of the hearing to be held on the engineering phases of this proceeding

will commence at 10:00 a. m., January 27, 1958, in the Commission's offices in Washington, D. C.

Released: December 17, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-10524; Filed, Dec. 19, 1957;
8:48 a. m.]

[Docket No. 12067; FCC 57M-1264]

WHAS, INC.

ORDER CONTINUING HEARING

In re application of WHAS, Inc., Louisville, Kentucky; Docket No. 12067, File No. BPCT-1950; for construction permit to change transmitter and antenna location.

The Hearing Examiner having under consideration a motion, filed on December 5, 1957, on behalf of WHAS, Inc., the applicant herein, requesting that the hearing in the above-entitled proceeding, now scheduled to be held on January 6, 1958, be continued for a period of approximately 60 days; and

It appearing that no opposition has been filed to a grant of the said motion by any of the parties to the proceeding and that sufficient "good cause" has been shown to justify a grant of the relief requested therein;

It is ordered, This 13th day of December 1957, that the above motion be, and it is hereby, granted, and that the hearing in the above-entitled proceeding is hereby continued until 10:00 a. m., on Wednesday, March 19, 1958, in the offices of this Commission, Washington, D. C.

Released: December 17, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-10525; Filed, Dec. 19, 1957;
8:48 a. m.]

[Docket No. 12258 etc.; FCC 57M-1256]

WABASH VALLEY BROADCASTING CORP.

ORDER CONTINUING HEARING

In re applications of Wabash Valley Broadcasting Corporation, Terre Haute, Indiana; Docket No. 12258, File No. BPCT-2293; Cy Blumenthal, Terre Haute, Indiana; Docket No. 12259, File No. BPCT-2316; Illiana Telecasting Corporation, Terre Haute, Indiana; Docket No. 12260, File No. BPCT-2392; for construction permits for new Television Broadcast Stations (Channel 2).

The Hearing Examiner having under consideration the above-entitled proceeding and the Chief Hearing Examiner's order, released December 10, 1957, scheduling the hearing herein to begin on January 8, 1958;

It appearing that the assigned hearing date does not allow sufficient time for the completion of pre-hearing proce-

dures required by the Commission's rules prior to the beginning of the hearing herein, and the parties hereto have informally indicated the desire that the hearing session scheduled for January 8, 1958, be a pre-hearing conference rather than a hearing session;

It is ordered, This 12th day of December 1957, that the hearing session presently scheduled for January 8, 1958 shall be a pre-hearing conference rather than a hearing session, and all parties, or their attorneys, are directed to appear for such pre-hearing conference, pursuant to the provisions of § 1.813 of the Commission's rules, on January 8, 1958; *It is further ordered*, That the hearing herein is rescheduled for February 10, 1958.

Released: December 16, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-10526; Filed, Dec. 19, 1957;
8:49 a. m.]

[Docket No. 12264, etc.; FCC 57M-1265]

HIRSCH BROADCASTING CO. (KFVS) ET AL.

ORDER SCHEDULING HEARING

In re applications of Hirsch Broadcasting Company (KFVS), Cape Girardeau, Missouri; Docket No. 12264, File No. BP-11001; Stephen P. Bellinger, Joel W. Townsend, Ben H. Townsend, Morris E. Kemper and T. Keith Coleman, d/b as Wabash Valley Broadcasters, Vincennes, Indiana; Docket No. 12265, File No. BP-11193; W. H. Firmin, J. H. Firmin and Bernard Lurie, d/b as The Firmin Company, Vincennes, Indiana; Docket No. 12266, File No. BP-11621; for construction permits.

It is ordered, This 13th day of December 1957, that Herbert Sharfman will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on February 17, 1958, in Washington, D. C.

Released: December 17, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-10527; Filed, Dec. 19, 1957;
8:49 a. m.]

[Docket No. 12267; FCC 57M-1266]

LIBERTY BROADCASTING CO.

ORDER SCHEDULING HEARING

In re application of J. A. Robinson, IV, and Elmer J. Griffin, Sr., d/b as Liberty Broadcasting Company, Liberty, Texas; Docket No. 12267, File No. BP-9745; for construction permit.

It is ordered, This 13th day of December 1957, that Thomas H. Donahue will preside at the hearing in the above-entitled proceeding which is hereby

scheduled to commence on February 17, 1958, in Washington, D. C.

Released: December 17, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-10528; Filed, Dec. 19, 1957;
8:49 a. m.]

HOUSING AND HOME FINANCE AGENCY

Office of the Administrator

OA FISCAL OFFICER

DELEGATION OF AUTHORITY WITH RESPECT TO ENDORSEMENT OF CHECKS OR DRAFTS

The OA Fiscal Officer is hereby authorized to endorse checks or drafts on which the United States of America, acting by and through the Housing and Home Finance Administrator, his successors, or assigns, is a payee (joint or otherwise).

(Reorg. Plan No. 3 of 1947, 61 Stat. 954; 62 Stat. 1283 (1948), as amended by 64 Stat. 80 (1950), 12 U. S. C. 1952 ed. 1701c)

Effective as of the 20th day of December, 1957.

ALBERT M. COLE,
Housing and Home
Finance Administrator.

[F. R. Doc. 57-10513; Filed, Dec. 19, 1957;
8:46 a. m.]

FEDERAL POWER COMMISSION

[Docket No. 12181, etc.]

SOUTHERN UNION GAS CO. ET AL.

NOTICE OF POSTPONEMENT OF HEARING, AP- PLICATION, CONSOLIDATION, AND DATE OF HEARING

DECEMBER 16, 1957.

In the matters of Southern Union Gas Company, Docket No. G-12181; Southern Union Gathering Company, Docket No. G-13101; Southern Union Gas Company, Docket No. G-13102; Aztec Oil & Gas Company, Operator, Docket No. G-13103; Pubco Petroleum Corporation, Operator, Docket No. G-13104; Gas Producers Corporation, Operator, Docket No. G-13105; Beaver Lodge Oil Corporation, Operator, Docket No. G-13106.

Take notice that the hearing now set for December 19, 1957, in Docket Nos. G-13101-G-13106, inclusive, as published in the FEDERAL REGISTER on November 26, 1957 (22 F. R. 9444), is hereby postponed to the date hereinafter stated.

Take further notice that on March 11, 1957, as supplemented on August 12 and September 25, 1957, Southern Union Gas Company filed in Docket No. G-12181 an application pursuant to section 7 (b) of the Natural Gas Act for authority to abandon and remove approximately 11.4 miles of its Durango 6-inch natural gas pipeline located in San Juan County, New Mexico, and La Plata County, Colorado; and to discontinue the service presently being rendered through said facility to three small rural customers

in Colorado and New Mexico, all as more fully set forth in the application and supplements which are on file with the Commission and open to public inspection.

These related matters should be heard on a consolidated record and disposed of as promptly as possible under the applicable rules and regulations, and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on February 17, 1958, at 10:00 a. m. e. s. t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved in and the issues presented by these applications.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before January 6, 1958.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 57-10515; Filed, Dec. 19, 1957;
8:46 a. m.]

[Docket No. G-13651]

PACIFIC NORTHWEST PIPELINE CORP.
NOTICE OF APPLICATION AND DATE OF
HEARING

DECEMBER 16, 1957.

Take notice that Pacific Northwest Pipeline Corporation (Applicant), a Delaware corporation with a principal place of business in Salt Lake City, Utah, filed an application on November 5, 1957, pursuant to section 7 of the Natural Gas Act, for authority to construct and operate 1,500 feet of 2-inch lateral pipeline from a proposed tap to be located approximately 8 miles southeast of Moses Lake, Washington, on the existing 8 $\frac{3}{4}$ -inch Moses Lake lateral pipeline and terminating at a sales meter station at the plant of the Menan Starch Company, Inc., near Moses Lake, Washington.

Applicant proposes to render a direct industrial natural gas service on a firm basis for use in the plant of Menan Starch Company, Inc., near Moses Lake, Washington, and involving approximately 150 Mcf daily.

The estimated capital cost of the proposed facilities is \$13,523, to be defrayed from current funds.

This matter is one that should be disposed of under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on January 23, 1958, at 9:30 a. m., e. s. t., in a hearing

room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved in and the issues presented by such application: *Provided, however*, That the Commission may, after a noncontested hearing, dispose of the proceedings pursuant to the provisions of § 1.30 (c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before January 20, 1958. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 57-10516; Filed, Dec. 19, 1957;
8:46 a. m.]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority 30-X-5, Amdt. 1]

BRANCH MANAGER, HOUSTON, TEXAS

DELEGATION OF AUTHORITY RELATING TO FINANCIAL ASSISTANCE

Delegation of Authority No. 30-X-5 (22 F. R. 7527) is hereby amended by:

SECTION 1. Adding to section I. B, the following paragraphs 4 and 5:

4. To execute loan authorizations for disaster loans of \$25,000 or less approved under delegated authority, said execution to read as follows:

WENDELL B. BARNES,
Administrator.

By-----
Manager,
Houston Branch Office.

5. To execute modifications or amendments to loan authorizations for disaster loans approved under delegated authority by the Manager, Houston Branch Office, by issuance of Certificates of Modification.

SEC. 2. Renumbering paragraphs I. B. 4, 5, 6, and 7, to I. B. 6, 7, 8, and 9.

Dated: December 3, 1957.

C. W. FERGUSON,
Regional Director,
Dallas Regional Office.

[F. R. Doc. 57-10517; Filed, Dec. 19, 1957;
8:46 a. m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

DECEMBER 17, 1957.

Protests to the granting of an application must be prepared in accordance

with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 34363: *Green coffee—Houston, Tex., to Milan, Ill.* Filed by F. C. Kratzmeir, Agent (SWFB No. B-7167), for interested rail carriers. Rates on green coffee, carloads from Houston, Tex., imported thereat, roasted, ground and/or packed in transit at Omaha, Nebr., and reshipped to Milan, Ill.

Grounds for relief: Destination rate relationships.

Tariff: Supplement 57 to Agent Kratzmeir's tariff I. C. C. 4018.

FSA No. 34364: *Wooden frames—Southwestern points to points in official territory.* Filed by F. C. Kratzmeir, Agent (SWFB No. 7169), for interested rail carriers. Rates on wooden window and door frames, carloads from specified points in Arkansas, Louisiana (west of the Mississippi River), Oklahoma, and Texas to Baltimore, Md., Bay City, Mich., Buffalo, N. Y., Cincinnati, Ohio, Evansville, Muncie, Terre Haute, Ind., Pittsburgh, Pa., and Washington, D. C.

Grounds for relief: Short-line distance formula.

Tariffs: Supplement 276 to Agent Kratzmeir's tariff I. C. C. 4087 and three other tariffs.

FSA No. 34365: *Substituted service—motor and rail—C. & N. W. Ry. Co.* Filed by Middlewest Motor Freight Bureau, Agent (No. 95), for and on behalf of the Chicago and North Western Railway Company, the Witte Transportation Company and other interested motor carriers. Rates on freight loaded in highway trailers and transported in substituted rail service on railroad flat cars between Altoona-Eau Claire, Wis., on the one hand, and St. Paul, Minn., on the other.

Grounds for relief: Motor truck competition.

Tariff: Supplement 65 to Middlewest Motor Freight Bureau, Agent, tariff MF-I. C. C. 223.

FSA No. 34366: *Substituted service—Motor and rail—Frisco Lines.* Filed by The Middlewest Motor Freight Bureau, Agent (No. 96), for and on behalf of the St. Louis-San Francisco Railway Company, St. Louis-San Francisco and Texas Railway Company, and interested motor carriers. Rates on freight loaded in highway trailers and transported in substituted rail service on railroad flat cars between Kansas City and St. Louis, Mo., on the one hand, and Joplin and Springfield, Mo., on the other, also between Joplin, Mo., on the one hand, and Dallas, Tex., Memphis, Tenn., Oklahoma City and Tulsa, Okla., on the other.

Grounds for relief: Motor truck competition.

Tariff: Supplement 65 to Middlewest Motor Freight Bureau, Agent, tariff MF-I. C. C. 223.

FSA No. 34367: *Phosphate rock—Florida mines to Louisiana points.* Filed by O. W. South, Jr., Agent (SFA No. A3580),

for interested rail carriers. Rates on phosphate rock, carloads from specified points in Florida to Bush, Florenville, Rio, and Sun, La.

Grounds for relief: Short-line distance formula.

Tariff: Supplement 72 to Agent Spaninger's tariff I. C. C. No. 1514.

FSA No. 34368: *Iron and steel articles—Atlanta, Ga., to New Orleans, La.* Filed by O. W. South, Jr., Agent (SFA No. A3579), for interested rail carriers. Rates on iron and steel articles, carloads from Atlanta, Ga., to New Orleans, La.

Grounds for relief: Rate relationship with Birmingham, Ala.

Tariff: Supplement 24 to Agent Spaninger's tariff I. C. C. No. 1592.

By the Commission.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 57-10510; Filed, Dec. 19, 1957;
8:46 a. m.]

FEDERAL REGISTER

THE NATIONAL ARCHIVES
OF THE UNITED STATES
1934

VOLUME 22 NUMBER 246

PART II

Washington, Friday, December 20, 1957

TITLE 14—CIVIL AVIATION

Chapter II—Civil Aeronautics Administration, Department of Commerce

Subchapter E—Air Navigation Regulations

PART 600—DESIGNATION OF CIVIL AIRWAYS

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, AND REPORTING POINTS

REVISION OF PARTS

Parts 600 and 601 are revised to read as set forth below.

Subpart A—Introduction

Sec.	
600.1	Basis and purpose.
600.2	Explanation of terms.
600.3	Extent of civil airways.
600.4	Directions of airways.
600.10	Designation of civil airways.

Subpart B—Colored Civil Airways

GREEN CIVIL AIRWAYS

600.11	Green civil airway No. 1 (Patricia Bay, British Columbia to United States-Canadian Border via Milinocket, Maine).
600.12	Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).
600.13	Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).
600.14	Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).
600.15	Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).
600.16	Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.).
600.17	Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).
600.18	Green civil airway No. 8 (Cold Bay, Alaska, to Northway, Alaska).
600.19	Green civil airway No. 9 (Hawaiian Islands).
600.20	Green civil airway No. 10 (United States-Canadian Border to Denver, Colo.).

AMBER CIVIL AIRWAYS

600.101	Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska).
600.102	Amber civil airway No. 2 (Daggett, Calif., to Point Barrow, Alaska).
600.103	Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).
600.104	Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).

Sec.	
600.105	Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).
600.106	Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).
600.107	Amber civil airway No. 7 (Key West Fla., to United States-Canadian Border).
600.108	Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg, Wash.).
600.109	Amber civil airway No. 9 (Charleston, S. C., to Norfolk, Va.).
600.110	Amber civil airway No. 10 (Hawaiian Islands).
600.111	Amber civil airway No. 11 (Hawaiian Islands).
600.112	Amber civil airway No. 12 (Hawaiian Islands).
600.113	Amber civil airway No. 13 (Hawaiian Islands).

RED CIVIL AIRWAYS

600.201	Red civil airway No. 1 (Big Spring, Tex., to San Antonio, Tex.).
600.202	Red civil airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.).
600.203	Red civil airway No. 3 (Phillipsburg, Pa., to Hartford, Conn.).
600.204	Red civil airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.).
600.205	Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).
600.206	Red civil airway No. 6 (Denver, Colo., to Omaha, Nebr.).
600.207	Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.).
600.208	Red civil airway No. 8 (Dayton, Ohio, to Newark, N. J.).
600.209	Red civil airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.).
600.210	Red civil airway No. 10 (Wichita Falls, Tex., to Augusta, Ga.).
600.211	Red civil airway No. 11 (Enid, Okla., to Boston, Mass.).
600.212	Red civil airway No. 12 (Joliet, Ill., to Erie, Pa.).
600.213	Red civil airway No. 13 (Wheeling, W. Va., to Boston, Mass.).
600.214	Red civil airway No. 14 (Lone Rock, Wis., to Indianapolis, Ind.).
600.215	Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.).
600.216	Red civil airway No. 16 (Tallahassee, Fla., to Raleigh, N. C.).
600.217	Red civil airway No. 17 (St. Louis, Mo., to Baltimore, Md.).
600.218	Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).
600.219	Red civil airway No. 19 (Traverse City, Mich., to Norfolk, Va.).

Sec.	
600.220	Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.).
600.221	Red civil airway No. 21 (New York, N. Y., to Boston, Mass.).
600.222	Red civil airway No. 22 (Mount Clemens, Mich., to Albany, N. Y.).
600.223	Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).
600.224	Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).
600.225	Red civil airway No. 25 (United States-Canadian Border to Bangor, Maine).
600.226	Red civil airway No. 26 (Petersburg, Va., to Corapeake, N. C.).
600.227	Red civil airway No. 27 (Nenah, Alaska, to Wolf Intersection, Alaska).
600.228	Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.).
600.230	Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).
600.231	Red civil airway No. 31 (Cheyenne, Wyo., to La Crosse, Wis.).
600.232	Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.).
600.233	Red civil airway No. 33 (Norfolk, Va., to Boston, Mass.).
600.234	Red civil airway No. 34 (Charleston, W. Va., to Weeksville, N. C.).
600.235	Red civil airway No. 35 (Pueblo, Colo., to St. Joseph, Mo.).
600.236	Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).
600.237	Red civil airway No. 37 (Tyler, Tex., to Gordonsville, Va.).
600.238	Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.).
600.239	Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).
600.240	Red civil airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska).
600.241	Red civil airway No. 41 (Cape Spencer, Alaska, to Sisters Island, Alaska).
600.242	Red civil airway No. 42 (Milwaukee, Wis., to Aurora, Ill.).
600.244	Red civil airway No. 44 (Bellingham, Wash., to Princeton, B. C., Canada).
600.245	Red civil airway No. 45 (Blackstone, Va., to Lancaster, Pa.).
600.246	Red civil airway No. 46 (United States-Canadian Border to Jamestown, N. Dak.).
600.247	Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.).
600.249	Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).
600.250	Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).

Sec.		Sec.		Sec.	
600.251	Red civil airway No. 51 (Blackstone, Va., to Norfolk, Va.).	600.295	Red civil airway No. 95 (Elmira, N. Y., to Utica, N. Y.).	600.623	Blue civil airway No. 23 (Norfolk, Va., to Chincoteague, Va.).
600.252	Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).	600.296	Red civil airway No. 96 (Palacios, Tex., to Baton Rouge, La.).	600.625	Blue civil airway No. 25 (Middleton Island, Alaska, to Big Delta, Alaska).
600.253	Red civil airway No. 53 (Portland Oreg., to Spokane, Wash.).	600.297	Red civil airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).	600.626	Blue civil airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska).
600.254	Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah).	600.298	Red civil airway No. 98 (Vichy, Mo., to Belleville, Ill.).	600.627	Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).
600.255	Red civil airway No. 55 (Chicago, Ill., to Columbus, Ohio).	600.299	Red civil airway No. 99 (Iliamna, Alaska, to Homer, Alaska).	600.628	Blue civil airway No. 28 (Charleston, S. C., to Bulls Gap, Tenn.).
600.256	Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).	600.300	Red civil airway No. 100 (South Bend, Ind., to Battle Creek, Mich.).	600.629	Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.).
600.257	Red civil airway No. 57 (Des Moines, Iowa, to Youngstown, Ohio).	600.301	Red civil airway No. 101 (Biloxi, Miss., to Pensacola, Fla.).	600.630	Blue civil airway No. 30 (Brownsville, Tex., to Pueblo, Colo.).
600.258	Red civil airway No. 58 (Augusta, Maine, to United States-Canadian Border).	600.302	Red civil airway No. 102 (Lexington, Ky., to Huntington, W. Va.).	600.631	Blue civil airway No. 31 (Burlington, Iowa, to Madison, Wis.).
600.259	Red civil airway No. 59 (Garden City, Kans., to Oklahoma City, Okla.).	600.303	Red civil airway No. 103 (Anchorage, Alaska, to Middleton Island, Alaska).	600.632	Blue civil airway No. 32 Anchorage, Alaska, to Talkeetna, Alaska).
600.260	Red civil airway No. 60 (Oakland, Calif., to Stockton, Calif.).	600.304	Red civil airway No. 104 (Greensboro, N. C., to Raleigh, N. C.).	600.633	Blue civil airway No. 33 (Lansing, Mich., to Saginaw, Mich.).
600.261	Red civil airway No. 61 (Butler, Pa., to Washington, D. C.).	600.305	Red civil airway No. 105 (Wichita, Kans., to Neosho, Mo.).	600.634	Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.).
600.263	Red civil airway No. 63 (Bangor, Mich., to Jackson, Mich.).	600.306	Red civil airway No. 106 (Scottsbluff, Nebr., to North Platte, Nebr.).	600.636	Blue civil airway No. 36 (Akron, Colo., to Kimball, Nebr.).
600.264	Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska).	600.307	Red civil airway No. 107 (Stanton, Minn., to Red Wing, Minn.).	600.637	Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).
600.265	Red civil airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.).	600.308	Red civil airway No. 108 (Promontory Point, Utah, to Fort Bridger, Wyo.).	600.638	Blue civil airway No. 38 (Five Finger, Alaska, to United States-Canadian Border).
600.267	Red civil airway No. 67 (Crestview, Fla., to Atlanta, Ga.).	600.309	Red civil airway No. 109 (Portland, Oreg., to Spokane, Wash.).	600.639	Blue civil airway No. 39 (Savannah, Ga., to Elmira, N. Y.).
600.268	Red civil airway No. 68 (Midland, Tex., to Shreveport, La.).	600.310	Red civil airway No. 110 (Mobile, Ala., to Pensacola, Fla.).	600.640	Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).
600.269	Red civil airway No. 69 (Midland, Tex., to Big Springs, Tex.).	600.312	Red civil airway No. 112 (Albany, N. Y., to Westfield, Mass.).	600.641	Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border).
600.270	Red civil airway No. 70 (Midland, Tex., to Lubbock, Tex.).	600.313	Red civil airway No. 113 (Hawaiian Islands).	600.642	Blue civil airway No. 42 (Goshen, Ind., to Saginaw, Mich.).
600.271	Red civil airway No. 71 (El Paso, Tex., to Lubbock, Tex.).		BLUE CIVIL AIRWAYS	600.643	Blue civil airway No. 43 (Healy, Alaska, to Fairbanks, Alaska).
600.272	Red civil airway No. 72 (Millville, N. J., to Paterson, N. J.).	600.601	Blue civil airway No. 1 (Miami, Fla., to Tampa, Fla.).	600.644	Blue civil airway No. 44 (Indianapolis, Ind., to United States-Canadian Border).
600.273	Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).	600.602	Blue civil airway No. 2 (Montgomery, Ala., to Erie, Pa.).	600.645	Blue civil airway No. 45 (Greenfield, Mass., to Newport, Vt.).
600.274	Red civil airway No. 74 (New Orleans, La., to Bay Minette, Ala.).	600.603	Blue civil airway No. 3 (Miami, Fla., to Sault Ste. Marie, Mich.).	600.646	Blue civil airway No. 46 (Memphis, Tenn., to Paducah, Ky.).
600.275	Red civil airway No. 75 (United States-Canadian Border, Vancouver, B. C., to the United States-Canadian Border, Abbotsford, B. C.).	600.604	Blue civil airway No. 4 (Boston, Mass., to United States-Canadian Border).	600.647	Blue civil airway No. 47 (Blackstone, Va., to Dunkirk, N. Y.).
600.276	Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.).	600.605	Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.).	600.648	Blue civil airway No. 48 (Marathon, Fla., to Miami, Fla.).
600.277	Red civil airway No. 77 (Greensboro, N. C., to Atlantic City, N. J.).	600.606	Blue civil airway No. 6 (Abilene, Tex., to Muskogee, Mich.).	600.649	Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).
600.278	Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).	600.607	Blue civil airway No. 7 (Hollister, Calif., to Williams, Calif.).	600.651	Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).
600.279	Red civil airway No. 79 (Neah Bay, Wash., to Everett, Wash.).	600.608	Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).	600.653	Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).
600.280	Red civil airway No. 80 (Helena, Mont., to Miles City, Mont.).	600.609	Blue civil airway No. 9 (Springfield, Mo., to United States-Canadian Border).	600.654	Blue civil airway No. 54 (Evergreen, Calif., to Hamilton AFB, Calif.).
600.281	Red civil airway No. 81 (Lansing, Mich., to Detroit, Mich.).	600.610	Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.).	600.655	Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).
600.282	Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).	600.611	Blue civil airway No. 11 (Findlay, Ohio, to Dunkirk, N. Y.).	600.656	Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).
600.283	Red civil airway No. 83 (Gila Bend, Ariz., to Tucson, Ariz.).	600.612	Blue civil airway No. 12 (McGrath, Alaska, to Galena, Alaska).	600.657	Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho).
600.284	Red civil airway No. 84 (Meridian, Miss., to Columbus, Ga.).	600.613	Blue civil airway No. 13 (Houston, Tex., to Des Moines, Iowa).	600.658	Blue civil airway No. 58 (Hyannis, Mass., to Squantum, Mass.).
600.286	Red civil airway No. 86 (Millinocket, Maine, to Houlton, Maine).	600.614	Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.).	600.660	Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).
600.287	Red civil airway No. 87 (Hawaiian Islands).	600.615	Blue civil airway No. 15 (Akron, Ohio, to Hubbard, Ohio).	600.663	Blue civil airway No. 63 (Concord, N. H., to Berlin, N. H.).
600.288	Red civil airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.).	600.616	Blue civil airway No. 16 (Waverly, Va., to Tappahannock, Va.).	600.664	Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).
600.289	Red civil airway No. 89 (Quincy, Ill., to Peoria, Ill.).	600.617	Blue civil airway No. 17 (Bangor, Maine, to Presque Isle, Maine).	600.665	Blue civil airway No. 65 (Shuyak, Alaska, to Homer, Alaska).
600.290	Red civil airway No. 90 (Oxnard, Calif., to Burbank, Calif.).	600.618	Blue civil airway No. 18 (Paterson, N. J., to United States-Canadian Border).	600.666	Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).
600.291	Red civil airway No. 91 (Dunkirk, N. Y., to Syracuse, N. Y.).	600.619	Blue civil airway No. 19 (Key West, Fla., to Orlando, Fla.).	600.667	Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).
600.292	Red civil airway No. 92 (Sault Ste. Marie, Mich., to United States-Canadian Border).	600.620	Blue civil airway No. 20 (Millville, N. J., to Allentown, Pa.).	600.668	Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).
600.294	Red civil airway No. 94 (Providence, R. I., to Hyannis, Mass.).	600.621	Blue civil airway No. 21 (Coles Point, Va., to Elmira, N. Y.).	600.669	Blue civil airway No. 69 (St. Louis, Mo., to Quincy, Ill.).
				600.670	Blue civil airway No. 70 (Waco, Tex., to Tulsa, Okla.).

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600.671	Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash.).	600.6028	VOR civil airway No. 28 (Oakland, Calif., to Reno, Nev.).	600.6070	VOR civil airway No. 70 Corpus Christi, Tex., to Evergreen, Ala.).
600.672	Blue civil airway No. 72 (Enid, Okla., to Wichita, Kans.).	600.6029	VOR civil airway No. 29 (Salisbury, Md., to United States-Canadian Border).	600.6071	VOR civil airway No. 71 (Pine Bluff, Ark., to Kansas City, Mo.).
600.675	Blue civil airway No. 75 (Cleveland, Ohio, to United States-Canadian Border).	600.6030	VOR civil airway No. 30 (Milwaukee, Wis., to Nantucket, Mass.).	600.6072	VOR civil airway No. 72 (Troy, Ill., to Albany, N. Y.).
600.676	Blue civil airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).	600.6031	VOR civil airway No. 31 (Baltimore, Md., to Rochester, N. Y.).	600.6073	VOR civil airway No. 73 (Wichita, Kans., to Salina, Kans.).
600.678	Blue civil airway No. 78 (Spring Bay, Utah, to Malad City, Idaho).	600.6032	VOR civil airway No. 32 (Battle Mountain, Nev., to Fort Bridger, Wyo.).	600.6074	VOR civil airway No. 74 (Hugo, Colo., to Little Rock, Ark.).
600.679	Blue civil airway No. 79 (Annette Island, Alaska, to United States-Canadian Border).	600.6033	VOR civil airway No. 33 (Baltimore, Md., to Buffalo, N. Y.).	600.6075	VOR civil airway No. 75 (Richmond, Va., to Cleveland, Ohio).
600.680	Blue civil airway No. 80 (Unalakleet, Alaska, to Moses Point Alaska).	600.6034	VOR civil airway No. 34 (Rochester, N. Y., to Wilton, Conn.).	600.6076	VOR civil airway No. 76 (Lubbock, Tex., to Galveston, Tex.).
600.681	Blue civil airway No. 81 (Charleston, W. Va., to Akron, Ohio).	600.6035	VOR civil airway No. 35 (Miami, Fla., to Syracuse, N. Y.).	600.6077	VOR civil airway No. 77 (Cotulla, Tex., to Des Moines, Iowa).
600.684	Blue civil airway No. 84 (Augusta, Maine, to Millinocket, Maine).	600.6036	VOR civil airway No. 36 (Toronto, Ontario, to New York, N. Y.).	600.6078	VOR civil airway No. 78 (Huron, S. Dak., to Minneapolis, Minn.).
600.685	Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.).	600.6037	VOR civil airway No. 37 (Savannah, Ga., to Erie, Pa.).	600.6079	VOR civil airway No. 79 (Fort Stockton, Tex., to Lubbock, Tex.).
600.686	Blue civil airway No. 86 (Goshen, Ind., to Fort Wayne, Ind.).	600.6038	VOR civil airway No. 38 (Iowa City, Iowa, to Elkins, W. Va.).	600.6080	VOR civil airway No. 80 (Sioux Falls, S. Dak., to Redwood Falls, Minn.).
600.687	Blue civil airway No. 87 (Atlanta, Ga., to Detroit, Mich.).	600.6039	VOR civil airway No. 39 (South Boston, Va., to Kennebunk, Maine).	600.6081	VOR civil airway No. 81 (Midland, Tex., to Salt Lake City, Utah).
Subpart C—VOR Civil Airways					
DOMESTIC VOR CIVIL AIRWAYS					
600.6001	VOR civil airway No. 1 (Charleston, S. C., to New York, N. Y.).	600.6040	VOR civil airway No. 40 (Cleveland, Ohio, to Pittsburgh, Pa.).	600.6083	VOR civil airway No. 83 (Carlsbad, N. Mex., to Pueblo, Colo.).
600.6002	VOR civil airway No. 2 (Seattle, Wash., to Boston, Mass.).	600.6041	VOR civil airway No. 41 (Pittsburgh, Pa., to Youngstown, Ohio).	600.6084	VOR civil airway No. 84 (Shabbona, Ill., to Buffalo, N. Y.).
600.6003	VOR civil airway No. 3 (Key West, Fla., to Presque Isle, Maine).	600.6042	VOR civil airway No. 42 (Flint, Mich., to Washington, D. C.).	600.6085	VOR civil airway No. 85 (Rock River, Wyo., to Casper, Wyo.).
600.6004	VOR civil airway No. 4 (Seattle, Wash., to Washington, D. C.).	600.6043	VOR civil airway No. 43 (Columbus, Ohio, to Erie, Pa.).	600.6086	VOR civil airway No. 86 (Butte, Mont., to Bozeman, Mont.).
600.6005	VOR civil airway No. 5 (Jacksonville, Fla., to London, Ont.).	600.6044	VOR civil airway No. 44 (Centerville, Ill., to Baltimore, Md.).	600.6087	VOR civil airway No. 87 (Gila Bend, Ariz., to Hassayampa, Ariz.).
600.6006	VOR civil airway No. 6 (Oakland, Calif., to New York, N. Y.).	600.6045	VOR civil airway No. 45 (New Bern, N. C., to Saginaw, Mich.).	600.6088	VOR civil airway No. 88 (Tulsa, Okla., to Vichy, Mo.).
600.6007	VOR civil airway No. 7 (Miami, Fla., to Green Bay, Wis.).	600.6046	VOR civil airway No. 46 (New York, N. Y., to Nantucket, Mass.).	600.6089	VOR civil airway No. 89 (Denver, Colo., to Rapid City, S. Dak.).
600.6008	VOR civil airway No. 8 (Long Beach, Calif., to Washington, D. C.).	600.6047	VOR civil airway No. 47 (Louisville, Ky., to Detroit, Mich.).	600.6090	VOR civil airway No. 90 (Litchfield, Mich., to Windsor, Ontario).
600.6009	VOR civil airway No. 9 (New Orleans, La., to Milwaukee, Wis.).	600.6048	VOR civil airway No. 48 (Burlington, Iowa, to Pontiac, Ill.).	600.6091	VOR civil airway No. 91 (New York, N. Y., to Montreal, Quebec).
600.6010	VOR civil airway No. 10 (Pueblo, Colo., to New York, N. Y.).	600.6049	VOR civil airway No. 49 (Dillon, Mont., to Great Falls, Mont.).	600.6092	VOR civil airway No. 92 (Chicago, Ill., to Washington, D. C.).
600.6011	VOR civil airway No. 11 (Memphis, Tenn., to Detroit, Mich.).	600.6050	VOR civil airway No. 50 (Kirkville, Mo., to Indianapolis, Ind.).	600.6093	VOR civil airway No. 93 (Baltimore, Md., to Presque Isle, Maine).
600.6012	VOR civil airway No. 12 (Santa Barbara, Calif., to Philadelphia, Pa.).	600.6051	VOR civil airway No. 51 (Miami, Fla., to Chicago, Ill.).	600.6094	VOR civil airway No. 94 (Casa Grande, Ariz., to Longview, Tex.).
600.6013	VOR civil airway No. 13 (Houston, Tex., to Duluth, Minn.).	600.6052	VOR civil airway No. 52 (Des Moines, Iowa, to St. Louis, Mo.).	600.6095	VOR civil airway No. 95 (Phoenix, Ariz., to Winslow, Ariz.).
600.6014	VOR civil airway No. 14 (Roswell, N. Mex., to Boston, Mass.).	600.6053	VOR civil airway No. 53 (Charleston, S. C. to Chicago, Ill.).	600.6096	VOR civil airway No. 96 (Lafayette, Ind., to Toledo, Ohio).
600.6015	VOR civil airway No. 15 (Galveston, Tex., to Minot, N. Dak.).	600.6054	VOR civil airway No. 54 (Quitman, Tex., to Charlotte, N. C.).	600.6097	VOR civil airway No. 97 (Miami, Fla., to Minneapolis, Minn.).
600.6016	VOR civil airway No. 16 (Los Angeles, Calif., to Boston, Mass.).	600.6055	VOR civil airway No. 55 (Dayton, Ohio, to Green Bay, Wis.).	600.6098	VOR civil airway No. 98 (Fort Wayne, Ind., to Montreal, Quebec).
600.6017	VOR civil airway No. 17 (Laredo, Tex., to Goodland, Kans.).	600.6056	VOR civil airway No. 56 (Montgomery, Ala., to Florence, S. C.).	600.6099	VOR civil airway No. 99 (Newport, Oreg., to Vancouver, British Columbia).
600.6018	VOR civil airway No. 18 (Dallas, Tex., to Charleston, S. C.).	600.6057	VOR civil airway No. 57 (Evergreen, Ala., to Lexington, Ky.).	600.6100	VOR civil airway No. 100 (North Platte, Nebr., to Detroit, Mich.).
600.6019	VOR civil airway No. 19 (El Paso, Tex., to Great Falls, Mont.).	600.6058	VOR civil airway No. 58 (Bergholz, Ohio, to Hartford, Conn.).	600.6101	VOR civil airway No. 101 (Ogden, Utah, to Burley, Idaho).
600.6020	VOR civil airway No. 20 (Laredo, Tex., to Richmond, Va.).	600.6060	VOR civil airway No. 60 (Albuquerque, N. Mex., to Lubbock, Tex.).	600.6102	VOR civil airway No. 102 (Lubbock, Tex., to Wichita Falls, Tex.).
600.6021	VOR civil airway No. 21 (Long Beach, Calif., to United States-Canadian Border).	600.6061	VOR civil airway No. 61 (Fort Worth, Tex., to Lawton, Okla.).	600.6103	VOR civil airway No. 103 (Greensboro, N. C., to Cleveland, Ohio).
600.6022	VOR civil airway No. 22 (New Orleans, La., to Jacksonville, Fla.).	600.6062	VOR civil airway No. 62 (Santa Fe, N. Mex., to Abilene, Tex.).	600.6104	VOR civil airway No. 104 (Ottawa, Ont., to Plattsburg, N. Y.).
600.6023	VOR civil airway No. 23 (San Diego, Calif., to Bellingham, Wash.).	600.6063	VOR civil airway No. 63 (Waco, Tex., to Milwaukee, Wis.).	600.6105	VOR civil airway No. 105 (Phoenix, Ariz., to Las Vegas, Nev.).
600.6024	VOR civil airway No. 24 (Aberdeen, S. Dak., to Redwood Falls, Minn.).	600.6064	VOR civil airway No. 64 (Long Beach, Calif., to Blythe, Calif.).	600.6106	VOR civil airway No. 106 (Charleston, W. Va., to Kennebunk, Maine).
600.6025	VOR civil airway No. 25 (Los Angeles, Calif., to Ellensburg, Wash.).	600.6065	VOR civil airway No. 65 (Kansas City, Mo., to Lamoni, Iowa).	600.6107	VOR civil airway No. 107 (Los Angeles, Calif., to Red Bluff, Calif.).
600.6026	VOR civil airway No. 26 (Cherokee, Wyo., to Cleveland, Ohio).	600.6066	VOR civil airway No. 66 (San Diego, Calif., to Charlotte, N. C.).	600.6108	VOR civil airway No. 108 (Colorado Springs, Colo., to Salina, Kans.).
600.6027	VOR civil airway No. 27 (Los Angeles, Calif., to Seattle, Wash.).	600.6067	VOR civil airway No. 67 (Waterloo, Iowa, to Rochester, Minn.).	600.6109	VOR civil airway No. 109 (Paso Robles, Calif., to Fresno, Calif.).
		600.6068	VOR civil airway No. 68 (Albuquerque, N. Mex., to Brownsville, Tex.).		
		600.6069	VOR civil airway No. 69 (Shreveport, La., to Chicago, Ill.).		

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600.6110	VOR civil airway No. 110 (San Francisco, Calif., to Altamont, Calif.).	600.6152	VOR civil airway No. 152 (Tampa, Fla., to Daytona Beach, Fla.).	600.6195	VOR civil airway No. 195 (Oakland, Calif., to Fortuna, Calif.).
600.6111	VOR civil airway No. 111 (Salinas, Calif., to Los Banos, Calif.).	600.6153	VOR civil airway No. 153 (New York, N. Y., to Syracuse, N. Y.).	600.6196	VOR civil airway No. 196 (Rock River, Wyo., to Chadron, Nebr.).
600.6112	VOR civil airway No. 112 (Portland, Oreg., to Pendleton, Oreg.).	600.6154	VOR civil airway No. 154 (Meridian, Miss., to Savannah, Ga.).	600.6198	VOR civil airway No. 198 (San Antonio, Tex., to Galveston, Tex.).
600.6113	VOR civil airway No. 113 (Paso Robles, Calif., to Reno, Nev.).	600.6155	VOR civil airway No. 155 (Raleigh, N. C., to Washington, D. C.).	600.6199	VOR civil airway No. 199 (San Francisco, Calif., to Ukiah, Calif.).
600.6114	VOR civil airway No. 114 (Amarillo, Tex., to New Orleans, La.).	600.6156	VOR civil airway No. 156 (Elkins, W. Va., to Richmond, Va.).	600.6200	VOR civil airway No. 200 (Ukiah, Calif., to Kremmling, Colo.).
600.6115	VOR civil airway No. 115 (Crestview, Fla., to Charleston, W. Va.).	600.6157	VOR civil airway No. 157 (Miami, Fla., to Richmond, Va.).	600.6201	VOR civil airway No. 201 (Los Angeles, Calif., to Pasadena, Calif.).
600.6116	VOR civil airway No. 116 (Kansas City, Mo., to New York, N. Y.).	600.6158	VOR civil airway No. 158 (Waterloo, Iowa, to Polo, Ill.).	600.6202	VOR civil airway No. 202 (Tucson, Ariz., to Truth or Consequences, N. Mex.).
600.6117	VOR civil airway No. 117 (El Centro, Calif., to Dagget, Calif.).	600.6159	VOR civil airway No. 159 (Miami, Fla., to Albany, Ga.).	600.6203	VOR civil airway No. 203 (Norwich, Conn., to Massena, N. Y.).
600.6118	VOR civil airway No. 118 (Rock River, Wyo., to Cheyenne, Wyo.).	600.6160	VOR civil airway No. 160 (Denver, Colo., to Sidney, Nebr.).	600.6204	VOR civil airway No. 204 (Hoquiam, Wash., to Olympia, Wash.).
600.6119	VOR civil airway No. 119 (Huntington, W. Va., to Bradford, Pa.).	600.6161	VOR civil airway No. 161 (Fort Worth, Tex., to Alexandria, Minn.).	600.6205	VOR civil airway No. 205 (Springfield, Mo., to Kansas City, Mo.).
600.6120	VOR civil airway No. 120 (Ephrata, Wash., to Miles City, Mont.).	600.6162	VOR civil airway No. 162 (Harrisburg, Pa., to Allentown, Pa.).	600.6206	VOR civil airway No. 206 (Blue Springs, Mo., to Kirksville, Mo.).
600.6121	VOR civil airway No. 121 (North Bend, Oreg., to Eugene, Oreg.).	600.6163	VOR civil airway No. 163 (Brownsville, Tex., to Oklahoma City, Okla.).	600.6207	VOR civil airway No. 207 (Denver, Colo., to Egbert, Wyo.).
600.6122	VOR civil airway No. 122 (Crescent City, Calif., to Klamath Falls, Oreg.).	600.6164	VOR civil airway No. 164 (Buffalo, N. Y., to New York, N. Y.).	600.6208	VOR civil airway No. 208 (Los Angeles, Calif., to Needles, Calif.).
600.6123	VOR civil airway No. 123 (Washington, D. C., to Wilton, Conn.).	600.6165	VOR civil airway No. 165 (Long Beach, Calif., to Coalinga, Calif.).	600.6209	VOR civil airway No. 209 (Los Angeles, Calif., to Paso Robles, Calif.).
600.6125	VOR civil airway No. 125 (Anthony, Kans., to Hutchinson, Kans.).	600.6166	VOR civil airway No. 166 (Martinsburg, W. Va., to New York, N. Y.).	600.6210	VOR civil airway No. 210 (Los Angeles, Calif., to Wheeling, W. Va.).
600.6126	VOR civil airway No. 126 (Chicago, Ill., to New York, N. Y.).	600.6167	VOR civil airway No. 167 (New York, N. Y., to Hartford, Conn.).	600.6211	VOR civil airway No. 211 (Fort Stockton, Tex., to Cotulla, Tex.).
600.6127	VOR civil airway No. 127 (Livingston, Mont., to Helena, Mont.).	600.6168	VOR civil airway No. 168 (Sellinggrove, Pa., to Colts Neck, N. J.).	600.6212	VOR civil airway No. 212 (Ukiah, Calif., to Reno, Nev.).
600.6128	VOR civil airway No. 128 (Chicago, Ill., to Charleston, W. Va.).	600.6169	VOR civil airway No. 169 (Sidney, Nebr., to Rapid City, S. Dak.).	600.6213	VOR civil airway No. 213 (Rocky Mount, N. C., to Tappahannock, Va.).
600.6129	VOR civil airway No. 129 (Rockford, Ill., to Eau Claire, Wis.).	600.6170	VOR civil airway No. 170 (Milwaukee, Wis., to Philadelphia, Pa.).	600.6214	VOR civil airway No. 214 (Shelbyville, Ind., to Wheeling, W. Va.).
600.6130	VOR civil airway No. 130 (Albany, N. Y., to Providence, R. I.).	600.6171	VOR civil airway No. 171 (Louisville, Ky., to Lone Rock, Wis.).	600.6215	VOR civil airway No. 215 (Muskegon, Mich., to White Cloud, Mich.).
600.6131	VOR civil airway No. 131 (Tulsa, Okla., to Topeka, Kans.).	600.6172	VOR civil airway No. 172 (Denver, Colo., to Chicago, Ill.).	600.6216	VOR civil airway No. 216 (Janesville, Wis., to Saginaw, Mich.).
600.6132	VOR civil airway No. 132 (Cheyenne, Wyo., to Springfield, Mo.).	600.6173	VOR civil airway No. 173 (Springfield, Ill., to Chicago, Ill.).	600.6217	VOR civil airway No. 217 (Chicago, Ill., to Green Bay, Wis.).
600.6133	VOR civil airway No. 133 (Parkersburg, W. Va., to Traverse City, Mich.).	600.6174	VOR civil airway No. 174 (Vichy, Mo., to Washington, D. C.).	600.6218	VOR civil airway No. 218 (Chicago, Ill., to Flint, Mich.).
600.6134	VOR civil airway No. 134 (Evergreen, Ala., to Columbus, Ga.).	600.6175	VOR civil airway No. 175 (Vichy, Mo., to Columbia, Mo.).	600.6219	VOR civil airway No. 219 (Ogden, Utah, to Malad City, Idaho).
600.6135	VOR civil airway No. 135 (Yuma, Ariz., to Las Vegas, Nev.).	600.6177	VOR civil airway No. 177 (Wheatfield, Ill., to Janesville, Wis.).	600.6220	VOR civil airway No. 220 (Kremmling, Colo., to Akron, Colo.).
600.6136	VOR civil airway No. 136 (Pulaski, Va., to Raleigh, N. C.).	600.6178	VOR civil airway No. 178 (Farmington, Mo., to Paducah, Ky.).	600.6221	VOR civil airway No. 221 (Fort Wayne, Ind., to Erie, Pa.).
600.6137	VOR civil airway No. 137 (Thermal, Calif., to Ukiah, Calif.).	600.6179	VOR civil airway No. 179 (Paducah, Ky., to Centralia, Ill.).	600.6222	VOR civil airway No. 222 (El Paso, Tex., to Houston, Tex.).
600.6138	VOR civil airway No. 138 (Rock River, Wyo., to Sidney, Nebr.).	600.6180	VOR civil airway No. 180 (Austin, Tex., to Galveston, Tex.).	600.6223	VOR civil airway No. 223 (Herdon, Va., to Harrisburg, Pa.).
600.6139	VOR civil airway No. 139 (Norwich, Conn., to Boston, Mass.).	600.6181	VOR civil airway No. 181 (Sioux Falls, S. Dak., to Watertown, S. Dak.).	600.6224	VOR civil airway No. 224 (Detroit, Mich., to United States-Canadian Border).
600.6140	VOR civil airway No. 140 (Amarillo, Tex., to New York, N. Y.).	600.6182	VOR civil airway No. 182 (Portland, Oreg., to Chadron, Nebr.).	600.6225	VOR civil airway No. 225 (Key West, Fla., to Vero Beach, Fla.).
600.6141	VOR civil airway No. 141 (Nantucket, Mass., to Plattsburg, N. Y.).	600.6183	VOR civil airway No. 183 (Santa Barbara, Calif., to Bakersfield, Calif.).	600.6226	VOR civil airway No. 226 (Williamsport, Pa., to New York, N. Y.).
600.6142	VOR civil airway No. 142 (Erie, Pa., to Rochester, N. Y.).	600.6184	VOR civil airway No. 184 (Erie, Pa., to Philipsburg, Pa.).	600.6227	VOR civil airway No. 227 (Louisville, Ky., to Peotone, Ill.).
600.6143	VOR civil airway No. 143 (Charlotte, N. C., to Washington, D. C.).	600.6185	VOR civil airway No. 185 (Savannah, Ga., to Knoxville, Tenn.).	600.6228	VOR civil airway No. 228 (Wheeling, Ill., to South Bend, Ind.).
600.6144	VOR civil airway No. 144 (Chicago, Ill., to Washington, D. C.).	600.6186	VOR civil airway No. 186 (St. Louis, Mo., to Vandalia, Ill.).	600.6229	VOR civil airway No. 229 (Wilmington, N. C., to Cofield, N. C.).
600.6145	VOR civil airway No. 145 (Utica, N. Y., to United States-Canadian Border).	600.6187	VOR civil airway No. 187 (Grand Junction, Colo., to Rock Springs, Wyo.).	600.6230	VOR civil airway No. 230 (Salinas, Calif., to Fresno, Calif.).
600.6146	VOR civil airway No. 146 (Wilkes-Barre, Pa., to Woodstock, Conn.).	600.6188	VOR civil airway No. 188 (Detroit, Mich., to New York, N. Y.).	600.6231	VOR civil airway No. 231 (Missoula, Mont., to Ronan, Mont.).
600.6147	VOR civil airway No. 147 (Philadelphia, Pa., to Rochester, N. Y.).	600.6190	VOR civil airway No. 190 (Grants, N. Mex., to Evansville, Ind.).	600.6232	VOR civil airway No. 232 (Cleveland, Ohio, to Fitzgerald, Pa.).
600.6148	VOR civil airway No. 148 (Denver, Colo., to North Platte, Nebr.).	600.6191	VOR civil airway No. 191 (Walnut Ridge, Ark., to Milwaukee, Wis.).	600.6233	VOR civil airway No. 233 (Springfield, Ill., to Cedar Rapids, Iowa).
600.6149	VOR civil airway No. 149 (Allentown, Pa., to Utica, N. Y.).	600.6192	VOR civil airway No. 192 (Grants, N. Mex., to Tucuman, N. Mex.).	600.6234	VOR civil airway No. 234 (Anton Chico, N. Mex., to Dalhart, Tex.).
600.6150	VOR civil airway No. 150 (San Francisco, Calif., to Reno, Nev.).	600.6193	VOR civil airway No. 193 (Keeler, Mich., to Sault Ste. Marie, Mich.).	600.6235	VOR civil airway No. 235 (Utah Lake, Utah, to Fort Bridger, Wyo.).
600.6151	VOR civil airway No. 151 (Woonsocket, R. I., to Keene, N. H.).	600.6194	VOR civil airway No. 194 (Lafayette, La., to Norfolk, Va.).		

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600.6236 VOR civil airway No. 236 (Bonneville, Utah, to Ogden, Utah).
600.6237 VOR civil airway No. 237 (Needles, Calif., to Mormon Mesa, Nev.).
600.6238 VOR civil airway No. 238 (Phillipsburg, Pa., to Atlantic City, N. J.).
600.6239 VOR civil airway No. 239 (Wildwood, N. J., to Newark, N. J.).
600.6240 VOR civil airway No. 240 (New Orleans, La., to Mobile, Ala.).
600.6241 VOR civil airway No. 241 (Crestview, Fla., to Atlanta, Ga.).
600.6242 VOR civil airway No. 242 (Mobile Ala., to Magnolia Springs, Ala.).
600.6243 VOR civil airway No. 243 (Chattanooga, Tenn., to Scotland, Ind.).
600.6244 VOR civil airway No. 244 (Oakland, Calif., to Modesto, Calif.).
600.6245 VOR civil airway No. 245 [Unassigned].
600.6246 VOR civil airway No. 246 (Dayton, Ohio, to Mansfield, Ohio).
600.6247 VOR civil airway No. 247 (Douglas, Wyo., to Crazy Woman, Wyo.).
600.6248 VOR civil airway No. 248 (Paso Robles, Calif., to Bakersfield, Calif.).
600.6249 VOR civil airway No. 249 (Caldwell, N. J., to Utica, N. Y.).
600.6250 VOR civil airway No. 250 (Bergholz, Ohio, to Fitzgerald, Pa.).
600.6251 VOR civil airway No. 251 (Washington, D. C., to New York, N. Y.).
600.6252 VOR civil airway No. 252 (Binghamton, N. Y., to New York, N. Y.).
600.6253 VOR civil airway No. 253 (Utah Lake, Utah, to Boise, Idaho).
600.6254 VOR civil airway No. 254 (Reinholds, Pa., to Columbus, N. J.).
600.6255 VOR civil airway No. 255 (Burlington, Iowa to Janesville, Wis.).
600.6256 VOR civil airway No. 256 (Reinhold, Pa., to Yardley, Pa.).
600.6257 VOR civil airway No. 257 (Delta, Utah, to Ogden, Utah).
600.6258 VOR civil airway No. 258 (Charleston, W. Va., to Roanoke, Va.).
600.6259 VOR civil airway No. 259 (Charlotte, N. C., to Tri-City, Tenn.).
600.6260 VOR civil airway No. 260 (Charleston, W. Va., to Roanoke, Va.).
600.6261 VOR civil airway No. 261 (Pulaski, Va., to Hinton, W. Va.).
600.6262 VOR civil airway No. 262 (Bradford, Ill., to Chicago, Ill.).
600.6263 VOR civil airway No. 263 (Lamar, Colo., to Thurman, Colo.).
600.6264 VOR civil airway No. 264 (Ontario, Calif., to Giant Rock, Calif.).
600.6265 VOR civil airway No. 265 (Washington, D. C., to Harrisburg, Pa.).
600.6266 VOR civil airway No. 266 (South Boston, Va., to Elizabeth City, N. C.).
600.6267 VOR civil airway No. 267 (Miami, Fla., to Jacksonville, Fla.).
600.6268 VOR civil airway No. 268 (Keymar, Md., to Baltimore, Md.).
600.6269 VOR civil airway No. 269 (Wells, Nev., to Dubois, Idaho).
600.6270 VOR civil airway No. 270 (Binghamton, N. Y., to Chester, Mass.).
600.6271 VOR civil airway No. 271 (Bonneville, Utah, to Burley, Idaho).
600.6272 VOR civil airway No. 272 (Sayre, Okla., to Oklahoma City, Okla.).
600.6273 VOR civil airway No. 273 (Downsville, N. Y., to Syracuse, N. Y.).
600.6274 VOR civil airway No. 274 (Grand Rapids, Mich., to Saginaw, Mich.).
600.6275 VOR civil airway No. 275 (Cincinnati, Ohio, to Detroit, Mich.).
600.6276 VOR civil airway No. 276 (Ellwood City, Pa., to Monmouth, N. J.).
600.6277 VOR civil airway No. 277 (Plain City, Ohio, to Keeler, Mich.).
600.6278 VOR civil airway No. 278 (Guthrie, Tex., to Fort Worth, Tex.).

Sec.
600.6279 VOR civil airway No. 279 (Columbus, Ohio, to Findlay, Ohio).
600.6280 VOR civil airway No. 280 (El Paso, Tex., to Kansas City, Mo.).
600.6281 VOR civil airway No. 281 (Redmond, Oreg., to Spokane, Wash.).
600.6282 VOR civil airway No. 282 (Coffield, N. C., to Elizabeth City, N. C.).
600.6283 VOR civil airway No. 283 (Redmond, Oreg., to Portland, Oreg.).
600.6284 VOR civil airway No. 284 (Fort Stockton, Tex., to San Angelo, Tex.).
600.6285 VOR civil airway No. 285 (Myton, Utah, to Rawlins, Wash.).
600.6286 VOR civil airway No. 286 (Front Royal, Va., to Cape Charles, Va.).
600.6287 VOR civil airway No. 287 (North Bend, Oreg., to Newberg, Oreg.).
600.6288 VOR civil airway No. 288 (Lucin, Utah, to Fort Bridger, Wyo.).
600.6289 VOR civil airway No. 289 (Beaumont, Tex., to Lufkin, Tex.).
600.6290 VOR civil airway No. 290 (Unassigned).
600.6291 VOR civil airway No. 291 (Prescott, Ariz., to Valle, Ariz.).

HAWAIIAN VOR CIVIL AIRWAYS

600.6401 Hawaiian VOR civil airway No. 1.
600.6402 Hawaiian VOR civil airway No. 2.
600.6403 Hawaiian VOR civil airway No. 3.
600.6404 Hawaiian VOR civil airway No. 4.
600.6405 Hawaiian VOR civil airway No. 5.
600.6406 Hawaiian VOR civil airway No. 6.
600.6407 Hawaiian VOR civil airway No. 7.
600.6408 Hawaiian VOR civil airway No. 8.
600.6409 Hawaiian VOR civil airway No. 9.
600.6410 Hawaiian VOR civil airway No. 10.
600.6411 Hawaiian VOR civil airway No. 11.

TRANSCONTINENTAL VOR CIVIL AIRWAYS

600.6600 VOR civil airway No. 1500 (San Francisco, Calif., to New York, N. Y.).
600.6602 VOR civil airway No. 1502 (San Francisco, Calif., to Washington, D. C.).
600.6604 VOR civil airway No. 1504 (San Francisco, Calif., to Washington, D. C.).
600.6606 VOR civil airway No. 1506 (San Francisco, Calif., to Washington, D. C.).
600.6608 VOR civil airway No. 1508 (Los Angeles, Calif., to New York, N. Y.).
600.6610 VOR civil airway No. 1510 (Los Angeles, Calif., to New York, N. Y.).
600.6612 VOR civil airway No. 1512 (Los Angeles, Calif., to New York, N. Y.).
600.6614 VOR civil airway No. 1514 (San Francisco, Calif., to New York, N. Y.).
600.6616 VOR civil airway No. 1516 (San Francisco, Calif., to Washington, D. C.).
600.6618 VOR civil airway No. 1518 (Los Angeles, Calif., to Washington, D. C.).
600.6620 VOR civil airway No. 1520 (Los Angeles, Calif., to Washington, D. C.).
600.6622 VOR civil airway No. 1522 (Los Angeles, Calif., to Washington, D. C.).

AUTHORITY: §§ 600.1 to 600.6622 issued under sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 302, 52 Stat. 985, as amended; 49 U. S. C. 452.

SUBPART A—INTRODUCTION

§ 600.1 *Basis and purpose.* The basis of this part is found in sections 205 and 302 of the Civil Aeronautics Act of 1938, as amended. The purpose of this part is to designate civil airways in order to

provide suitable and, insofar as possible safe routes for aircraft operating in interstate, overseas, or foreign air commerce.

§ 600.2 *Explanation of terms.* As used in this part, "civil airway" shall mean a path through the navigable airspace of the United States suitable for interstate, overseas, or foreign air commerce. Civil airways are classified as follows:

(a) Colored civil airways: (1) Green civil airways, (2) Amber civil airways, (3) Red civil airways, (4) Blue civil airways.

(b) VOR civil airways: (1) Even numbered civil airways, (2) Odd numbered civil airways.

(c) As used in this part the term "mile" means "statute mile" unless otherwise specified in this part.

(d) As used in this part all bearings shall be true from the point of origin.

(e) As used in this part the continental United States shall mean all of the several States of the United States (including the District of Columbia) and the territorial waters and the overlying airspace thereof.

(f) As used in this part the United States shall mean the territory comprising the several States, Territories, possessions, and the District of Columbia (including the territorial waters thereof) and the overlying airspace, but shall not include the Canal Zone.

§ 600.3 *Extent of civil airways.* (a) Unless otherwise specified in Subparts B and C of this part, each civil airway shall include the navigable airspace of the United States above all that area on the surface of the earth lying within 5 miles of the centerline prescribed for each such airway: *Provided*, That a civil airway lying within the continental United States shall not include the airspace at and above 27,000 feet MSL: *Provided further*, That a civil airway shall not include any of the airspace of a prohibited area as defined in Part 60 of this title.

(b) The center line of each civil airway shall be a line extended in the manner prescribed in this subpart through the center of the points or intersections specified for such airway.

(c) Except where otherwise provided in Subpart C, one or more alternate VOR civil airways shall be established between specified points along, and shall be a part of, each VOR civil airway. The center line of an alternate VOR civil airway shall depart from and return to the main VOR civil airway via the intersection of radials having an angle of 15 degrees (unless otherwise specified) separation from the main VOR civil airway.

§ 600.4 *Directions of airways.* Green and red colored civil airways and even numbered VOR civil airways normally are designated in a westerly to easterly direction between their initial and final terminals, even though portions of such airways may deviate from the westerly to easterly direction between any two or more intermediate points. Amber and blue colored civil airways and odd numbered VOR civil airways normally are

designated in a southerly to northerly direction between their initial and final terminals, even though portions of such airways may deviate from the southerly to northerly direction between any two or more intermediate points.

§ 600.10 *Designation of civil airways.* The paths through the navigable airspace of the United States described in Subpart B and Subpart C are designated as civil airways.

SUBPART B—COLORED CIVIL AIRWAYS

GREEN CIVIL AIRWAYS

§ 600.11 *Green civil airway No. 1 (Patricia Bay, British Columbia to United States-Canadian Border via Millinocket, Maine).* That airspace over United States territory lying within 2 miles either side of the southwest course of the Vancouver, British Columbia, radio range between the intersection of the north course of the Patricia Bay, British Columbia, radio range and the southwest course of the Vancouver, British Columbia, radio range and the Vancouver, British Columbia, radio range station. That airspace over United States territory lying within 5 miles either side of direct lines from the Megantic, Quebec, Canada, radio range station via the Millinocket, Maine, radio range station to the Fredericton, New Brunswick, radio range station.

§ 600.12 *Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).* From the King County Airport, Seattle, Wash., via the Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Mullan Pass, Mont., radio range station; Missoula, Mont., radio range station; Drummond, Mont., radio range station; Helena, Mont., radio range station; the intersection of the southeast course of the Helena, Mont., radio range and the northwest course of the Bozeman, Mont., radio range; Bozeman, Mont., radio range station; Livingston, Mont., nondirectional radio beacon; Billings, Mont., radio range station; Miles City, Mont., radio range station; the intersection of the northeast course of the Miles City, Mont., radio range and the west course of the Dickinson, N. Dak., radio range; Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; Jamestown, N. Dak., radio range station; the intersection of the east course of the Jamestown, N. Dak., radio range and the west course of the Fargo, N. Dak., radio range; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; La Crosse, Wis., radio range station; the intersection of the southeast course of the La Crosse, Wis., radio range and the west course of the Madison, Wis., radio range; Madison, Wis., radio range station; Milwaukee, Wis., radio range station; Muskegon, Mich., radio range station; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; the intersection of the east course of the Lansing, Mich., radio range and the north course of the Detroit, Mich., radio range; De-

troit, Mich., radio range station to the intersection of the east course of the Detroit, Mich., radio range and the United States-Canadian Border. From the intersection of the east course of the Clear Creek, Ontario, Canada, radio range and the United States-Canadian Border via the intersection of the east course of the Clear Creek, Ontario, Canada, radio range and the southwest course of the Buffalo, N. Y., radio range; Buffalo, N. Y., radio range station; the intersection of the east course of the Buffalo, N. Y., radio range and the southwest course of the Rochester, N. Y., radio range; Rochester, N. Y., radio range station; the intersection of the southeast course of the Rochester, N. Y., radio range and the west course of the Syracuse, N. Y., radio range; Syracuse, N. Y., radio range station; Albany, N. Y., radio range station; Hartford Conn., radio range station; the intersection of the west course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range to the Boston, Mass., radio range station.

§ 600.13 *Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).* From the intersection of the northwest course of the San Francisco, Calif., radio range and the southwest course of the Travis AFB, Fairfield, Calif., radio range via the San Francisco, Calif., radio range station; Oakland, Calif., radio range station; Sacramento, Calif., radio range station; the intersection of the northeast course of the Sacramento, Calif., radio range and the southwest course of the Reno, Nev., radio range; Reno, Nev., radio range station; Lovelock, Nev., radio range station; Battle Mountain, Nev., radio range station; Elko, Nev., radio range station; the intersection of the northeast course of the Elko, Nev., radio range and the west course of the Lucin, Utah, radio range; Lucin, Utah, radio range station; Ogden, Utah, radio range station; Fort Bridger, Wyo., radio range station; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; the intersection of the northwest course of the Laramie, Wyo., radio range and the northwest course of the Cheyenne, Wyo., radio range; Cheyenne, Wyo., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Des Moines, Iowa, radio range station; Moline, Ill., radio range station; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Chicago, Ill., radio range; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Goshen, Ind., radio range; Goshen, Ind., radio range station; Toledo, Ohio, radio range station; Cleveland, Ohio, radio range station; Youngstown, Ohio, radio range station; the intersection of the east course of the Youngstown, Ohio, radio range and the west course of the Philipsburg, Pa., radio range; Philipsburg, Pa., radio range station; Allentown, Pa., radio range station; the inter-

section of the east course of the Allentown, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia), radio range to the New York, N. Y. (LaGuardia), radio range station.

§ 600.14 *Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).* From the Camarillo, Calif., radio range station via the Newhall, Calif., radio range station; Palmdale, Calif., radio range station; Daggett, Calif., radio range station; Needles, Calif., radio range station; Prescott, Ariz., radio range station; Winslow, Ariz., radio range station; Zuni, N. Mex., radio range station to Albuquerque, N. Mex., radio range station excluding the portion which overlaps Albuquerque restricted area (R-313); Otto, N. Mex., radio range station; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; the intersection of the east course of the Amarillo, Tex., radio range and the southwest course of the Gage, Okla., radio range; Gage, Okla., radio range station; Wichita, Kans., radio range station; Kansas City, Mo., radio range station; the intersection of the northeast course of the Kansas City, Mo., radio range and the west course of the Columbia, Mo., radio range; Columbia, Mo., radio range station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., radio range station; Indianapolis, Ind., radio range station; the intersection of the east course of the Indianapolis, Ind., radio range and the west course of the Columbus, Ohio, radio range; Columbus, Ohio, radio range station; Zanesville, Ohio, nondirectional radio beacon; Wheeling, W. Va., nondirectional radio beacon; Pittsburgh, Pa., radio range station; New Alexandria, Pa., nondirectional radio beacon; Altoona, Pa., radio range station; Harrisburg, Pa., radio range station; the intersection of the east course of the Harrisburg, Pa., radio range and the southwest course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station to the Philadelphia International Airport, Philadelphia, Pa.

§ 600.15 *Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).* From the Los Angeles, Calif., nondirectional radio beacon via the Riverside, Calif., radio range station; the intersection of the east course of the Riverside, Calif., radio range and the west course of the Blythe, Calif., radio range; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; the intersection of the south course of the Phoenix, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range; Tucson, Ariz., radio range station; Cochise, Ariz., radio range station; Columbus, N. Mex., radio range station; El Paso, Tex., radio range station, excluding the portion which lies outside the continental United States; Salt Flat, Tex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abilene, Tex., radio range station; Fort Worth, Tex., radio range station; Sulphur Springs, Tex., nondirectional radio beacon; Texarkana, Ark., radio range station; Pine Bluff, Ark., nondirectional radio beacon; Memphis, Tenn., radio range station; Jack's Creek, Tenn., radio

range station; Nashville, Tenn., radio range station; the intersection of the northeast course of the Nashville radio range and a line bearing 297° True from the Smithville, Tenn., nondirectional radio beacon; Smithville, Tenn., nondirectional radio beacon; the intersection of a line bearing 112° True from the Smithville, Tenn., nondirectional radio beacon and the west course of the Knoxville, Tenn., radio range; Knoxville, Tenn., radio range station; Tri-City, Tenn., radio range station; Pulaski, Va., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; the intersection of the northeast course of the Gordonsville, Va., radio range and the south course of the Washington, D. C., radio range; Andrews, Md., radio range station; Millville, N. J., radio range station; Beachwood, N. J., nondirectional radio beacon; the intersection of the southeast course of the Newark, N. J., radio range and the southwest course of the Peconic, Long Island, N. Y., radio range; Peconic, Long Island, N. Y., radio range station; the intersection of the northeast course of the Peconic, Long Island, N. Y., radio range and the southeast course of the Hartford, Conn., radio range to the Boston, Mass., radio range station.

§ 600.16 *Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.)*. From the Laredo, Tex., radio range station via the Alice, Tex., radio range station; Corpus Christi, Tex., radio range station; Palacios, Tex., radio range station; the intersection of the southeast course of the Palacios, Tex., radio range and the southwest course of the Galveston, Tex., radio range; Galveston, Tex., radio range station; Lake Charles, La., radio range station; Lafayette, La., nondirectional radio beacon; New Orleans, La., radio range station via the Keesler AFB, Biloxi, Miss., radio range station; Bay Minette, Ala., nondirectional radio beacon; Maxwell, AFB, Ala., radio range station; the intersection of the east course of the Maxwell AFB, Ala., radio range and the southwest course of the Atlanta, Ga., radio range; Atlanta, Ga., radio range station; Spartanburg, S. C., radio range station; Greensboro, N. C., radio range station; Blackstone, Va., radio range station; Richmond, Va., radio range station; Norfolk, Va., radio range station to the Norfolk Municipal Airport, Norfolk, Va.

§ 600.17 *Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska)*. From the Nome, Alaska, radio range station via the Moses Point, Alaska, radio range station; the intersection of the east course of the Moses Point, Alaska, radio range and the north course of the Unalakleet, Alaska, radio range; Galena, Alaska, radio range station; the intersection of the east course of the Galena, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range to the Fairbanks, Alaska, radio range station.

§ 600.18 *Green civil airway No. 8 (Cold Bay, Alaska, to Northway, Alaska)*. From the Cold Bay, Alaska, radio range station via the King Salmon, Alaska, radio range station; the intersection of

the northeast course of the King Salmon, Alaska, radio range and the west course of the Homer, Alaska, radio range; the intersection of the west course of the Homer, Alaska, radio range and the southwest course of the Kenai, Alaska, radio range; Kenai, Alaska, radio range station; the intersection of the northeast course of the Kenai radio range and a line bearing 266° True from the Anchorage radio range station; Anchorage, Alaska, radio range station; the intersection of the southeast course of the Skwentna, Alaska, radio range and a line bearing 357° True from the Anchorage radio range station; the intersection of the southeast course of the Skwentna, Alaska, radio range and the northeast course of the Anchorage radio range; Gulkana, Alaska, radio range station; the intersection of the northeast course of the Gulkana, Alaska, radio range and the southwest course of the Northway, Alaska, radio range to the Northway, Alaska, radio range station.

§ 600.19 *Green civil airway No. 9 (Hawaiian Islands)*. From the intersection of the west course of the Honolulu, Oahu, T. H., radio range and the south course of the Port Allen, Kauai, T. H., radio range via the Honolulu, Oahu, T. H., radio range station to the intersection of the northeast course of the Honolulu radio range and the north course of the Hilo, T. H., radio range, excluding the portion at and below 5,000 feet above mean sea level which overlaps the Kareohe Naval Airspace Reservation (P-331).

§ 600.20 *Green civil airway No. 10 (United States-Canadian Border to Denver, Colo.)*. That airspace over United States territory from the Vancouver, British Columbia, Canada, radio range station via the Bellingham, Wash., radio range station; Everett, Wash., radio range station; Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; the intersection of the south course of the Ellensburg, Wash., radio range and the northwest course of the Yakima, Wash., radio range; Yakima, Wash., radio range station; Pendleton, Oreg., radio range station; Baker, Oreg., radio range station; Boise, Idaho, radio range station; the intersection of the southeast course of the Boise, Idaho, radio range and the northwest course of the Burley, Idaho, radio range; Burley, Idaho, radio range station; Malad City, Idaho, radio range station; the intersection of the southeast course of the Malad City, Idaho, radio range and the north course of the Fort Bridger, Wyo., radio range; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; Laramie, Wyo., radio range station; the intersection of the southeast course of the Laramie, Wyo., radio range and the north course of the Denver, Colo., radio range to the Denver, Colo., radio range station.

AMBER CIVIL AIRWAYS

§ 600.101 *Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska)*. That airspace over United

States territory from the intersection of the southeast course of the San Diego, Calif., radio range and the United States-Mexican Border via the San Diego, Calif., radio range station; the intersection of the northwest course of the San Diego, Calif., radio range and the southeast course of the Long Beach, Calif., radio range; Long Beach, Calif., radio range station; Los Angeles, Calif., nondirectional radio beacon; Newhall, Calif., radio range station; Bakersfield, Calif., radio range station; Fresno, Calif., radio range station; Sacramento, Calif., radio range station; Williams, Calif., radio range station; Red Bluff, Calif., radio range station; Fort Jones, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Toledo, Wash., radio range station; Seattle, Wash., radio range station excluding the portion below 1,500 feet mean sea level which lies over Fort Lewis, Wash., restricted area (R-503) and the portion below 5,000 feet mean sea level which lies over Fort Lewis, Wash., restricted area (R-504); the intersection of the northwest course of the Seattle, Wash., radio range and the south course of the Patricia Bay, British Columbia, Canada, radio range; Patricia Bay, British Columbia, Canada, radio range station to the intersection of the north course of the Patricia Bay, British Columbia, Canada, radio range and the southeast course of the Comox, British Columbia, Canada, radio range, excluding the air space lying more than 2 miles west of and parallel to the south course of the Patricia Bay, British Columbia, Canada, radio range between the intersection of the northwest course of the Seattle, Wash., radio range with the south course of the Patricia Bay, British Columbia, Canada, radio range and the United States-Canadian Border. That airspace over United States territory from the Sandspit, British Columbia, Canada, radio range station via the intersection of the northwest course of the Sandspit, British Columbia, Canada, radio range and the southwest course of the Annette Island, Alaska, radio range; Sitka (Biorka Island), Alaska, radio range station; Yakutat, Alaska, radio range station; the intersection of the northwest course of the Yakutat, Alaska, radio range and the southeast course of the Hinchinbrook, Alaska, radio range; Hinchinbrook, Alaska, radio range station; the intersection of the northwest course of the Hinchinbrook, Alaska, radio range and the southeast course of the Anchorage, Alaska, radio range; Anchorage, Alaska, radio range station; the intersection of the northwest course of the Anchorage, Alaska, radio range and the southeast course of the Skwentna, Alaska, radio range; Skwentna, Alaska, radio range station; Puntilla Lake, Alaska, nondirectional radio beacon; Farewell Bend, Alaska, radio range station; McGrath, Alaska, radio range station; Unalakleet, Alaska, radio range station to the Nome, Alaska, radio range station.

§ 600.102 *Amber civil airway No. 2 (Daggett, Calif., to Point Barrow, Alaska)*. From the Daggett, Calif., radio range station via the Good Springs, Nev.,

nondirectional radio beacon; Las Vegas, Nev., radio range station; the intersection of the northeast course of the Las Vegas, Nev., radio range and the southwest course of the Enterprise, Utah, radio range; Enterprise, Utah, radio range station; thence via Latitude 38°24'30", Longitude 113°01'40"; Delta, Utah, radio range station; the intersection of the northeast course of the Delta, Utah, radio range and the south course of the Salt Lake City, Utah, radio range; Salt Lake City, Utah, radio range station; Ogden, Utah, radio range station; Malad City, Idaho, radio range station; Pocatello, Idaho, radio range station; Idaho Falls, Idaho, radio range station; DuBois, Idaho, radio range station; Dillon, Mont., radio range station; Whitehall, Mont., radio range station; Helena, Mont., radio range station; the intersection of the north course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range; Great Falls, Mont., radio range station; Cut Bank, Mont., radio range station to the intersection of the northwest course of the Cut Bank, Mont., radio range and the United States-Canadian Border. From the intersection of the northwest course of the Snag, Yukon Territory, radio range and the United States-Canadian Border via the Northway, Alaska, radio range station; Big Delta, Alaska, radio range station; the intersection of the northwest course of the Big Delta, Alaska, radio range and the east course of the Fairbanks, Alaska, radio range; Fairbanks, Alaska, radio range station; Bettles, Alaska, radio range station; Umiat, Alaska, nondirectional radio beacon to the Point Barrow, Alaska, nondirectional radio beacon.

§ 600.103 *Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.)*. From the intersection of the west course of the El Paso, Tex., radio range and the south course of the Truth or Consequences, N. Mex., radio range via the Truth or Consequences, N. Mex., radio range station; to the Albuquerque, N. Mex., radio range station. From the intersection of the east course of the Otto, N. Mex., radio range and the southwest course of the Las Vegas, N. Mex., radio range, via the Las Vegas, N. Mex., radio range station; the intersection of the northeast course of the Las Vegas, N. Mex., radio range and the south course of the Trinidad, Colo., radio range; Trinidad, Colo., radio range station; Pueblo, Colo., radio range station; the intersection of the north course of the Pueblo, Colo., radio range and the south course of the Denver, Colo., radio range; Denver, Colo., radio range station; Cheyenne, Wyo., radio range station; the intersection of the north course of the Cheyenne, Wyo., radio range and the east course of the Casper, Wyo., radio range; Casper, Wyo., radio range station; the intersection of the north course of the Casper, Wyo., radio range and the southeast course of the Sheridan, Wyo., radio range; Sheridan, Wyo., radio range station; Billings, Mont., radio range station; the intersection of the northwest course of the Billings, Mont., radio range and the southeast course of the Lewistown, Mont., radio range and the Lewistown, Mont.,

radio range station; to the Great Falls, Mont., radio range station. The portion of this civil airway above 20,000 feet MSL which overlaps the White Sands restricted area, Area 2 (R-521), (published in § 608.39 of this chapter), shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 600.104 *Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.)*. From the Municipal Airport, Brownsville, Tex., via the Brownsville, Tex., radio range station; the intersection of the northwest course of the Brownsville, Tex., radio range and the south course of the Alice, Tex., radio range; Alice, Tex., radio range station; the intersection of the north course of the Alice, Tex., radio range and the south course of the San Antonio, Tex., radio range; San Antonio, Tex., radio range station; the intersection of the north course of the San Antonio, Tex., radio range and a line bearing 226° True from the Austin, Tex., nondirectional beacon; Austin, Tex., nondirectional radio beacon; Waco, Tex., radio range station; the intersection of the northwest course of the Waco, Tex., radio range and the south course of the Fort Worth, Tex., radio range; Fort Worth, Tex., radio range station; Oklahoma City, Okla., radio range station; the intersection of the southeast course of the Oklahoma City, Okla., radio range and the southwest course of the Tulsa, Okla., radio range; Tulsa, Okla., radio range station; the intersection of the northeast course of the Tulsa, Okla., radio range and the south course of the Chanute, Kans., radio range; Chanute, Kans., radio range station to the intersection of the northeast course of the Chanute, Kans., radio range and the southwest course of the Kansas City, Mo., radio range. From the Omaha, Nebr., radio range station via the Sioux City, Iowa, radio range station; Sioux Falls, S. Dak., radio range station; Huron, S. Dak., radio range station; Aberdeen, S. Dak., radio range station; Bismarck, N. Dak., radio range station; the intersection of the north course of the Bismarck, N. Dak., radio range and the southeast course of the Minot, N. Dak., radio range to the Minot, N. Dak., radio range station.

§ 600.105 *Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.)*. From the Grand Isle, La., nondirectional radio marker beacon via Latitude 29°14'00", Longitude 90°09'00"; New Orleans, La., radio range station; Jackson, Miss., radio range station; Greenwood, Miss., radio range station; Memphis, Tenn., radio range station; Advance, Mo., radio range station; St. Louis, Mo., radio range station; the intersection of the north course of the St. Louis, Mo., radio range and the southwest course of the Springfield, Ill., radio range; Springfield, Ill., radio range station; Joliet, Ill., radio range station; the intersection of the northeast course of the Joliet, Ill., radio range and the south course of the Milwaukee, Wis., radio range to the Milwaukee, Wis., radio range station.

§ 600.106 *Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border)*. From the Jacksonville, Fla., radio range station via the Alma, Ga., radio range station; Macon, Ga., radio range station to the Atlanta, Ga., radio range station. From the Nashville, Tenn., radio range station via the intersection of the northwest course of the Nashville, Tenn., radio range and the southwest course of the Bowling Green, Ky., radio range; Bowling Green, Ky., radio range station; Lexington, Ky., nondirectional radio beacon; Cincinnati, Ohio, radio range station to the intersection of the northeast course of the Cincinnati, Ohio, radio range and the west course of the Columbus, Ohio, radio range. From the intersection of the east course of the Cleveland, Ohio, radio range and the northeast course of the Akron, Ohio, radio range via the Perry, Ohio, nondirectional radio beacon to the intersection of the southwest course of the Clear Creek, Ontario, Canada, radio range and the United States-Canadian Border.

§ 600.107 *Amber civil airway No. 7 (Key West, Fla., to United States-Canadian Border)*. From the Key West, Fla., radio range station via the Marathon, Fla., nondirectional radio beacon; Homestead, Fla., AFB nondirectional radio beacon; Miami, Fla., radio range station; the intersection of the east course of the Miami, Fla., radio range and the south course of the West Palm Beach, Fla., radio range; West Palm Beach, Fla., radio range station; Melbourne, Fla., radio range station; Daytona Beach, Fla., radio range station; Jacksonville, Fla., radio range station; Savannah, Ga., radio range station; Charleston, S. C., radio range station; the intersection of the northeast course of the Charleston, S. C., radio range and the south course of the Florence, S. C., radio range; Florence, S. C., radio range station; the intersection of the north course of the Florence, S. C., radio range and the southwest course of the Raleigh, radio range; Raleigh, N. C., radio range station; Richmond, Va., radio range station; the intersection of the north course of the Richmond, Va., radio range and the southwest course of the Washington, D. C., radio range; Washington, D. C., radio range station; the intersection of the northeast course of the Washington, D. C., radio range and the west course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; Newark, N. J., radio range station; the intersection of the northeast course of the Newark, N. J., radio range and the northeast course of the New York, N. Y. (LaGuardia), radio range; Hartford, Conn., radio range station; the intersection of a direct line between the Hartford, Conn., radio range and the Bedford, Mass., nondirectional radio beacon (located at lat. 42°28'47", long. 71°23'21") with the west course of the Boston, Mass., radio range; Boston, Mass., radio range station; the intersection of the northeast course of the Boston, Mass., radio range and the southwest course of the Portland, Maine, radio range; Portland, Maine, radio range station; Augusta, Maine, radio range sta-

tion; Millinocket, Maine, radio range station; Presque Isle, Maine, radio range station thence via a direct line between the Presque Isle, Maine, radio range station and the Mont Joli, Quebec, Canada, radio range station to the U. S.-Canadian Border.

§ 600.108 *Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg, Wash.)*. From the Los Angeles, Calif., nondirectional radio beacon via the intersection of a line bearing 260° True from the Los Angeles nondirectional radio beacon and the southeast course of the Camarillo, Calif., radio range; Camarillo, Calif., radio range station to the Santa Barbara, Calif., radio range station. From the intersection of the northwest course of the San Francisco, Calif., radio range and the southwest course of the Travis AFB, Calif., radio range via the Travis AFB, Calif., radio range station to the intersection of the northeast course of the Travis AFB, Fairfield, Calif., radio range and the northwest course of the Sacramento, Calif., radio range. From the Red Bluff, Calif., radio range station via the Whitmore, Calif., radio range station; the intersection of the northeast course of the Whitmore, Calif., radio range and the south course of the Klamath Falls, Oreg., radio range; Klamath Falls, Oreg., radio range station; the intersection of the north course of the Klamath Falls, Oreg., radio range and the southwest course of the Redmond, Oreg., radio range; Redmond, Oreg., radio range station; The Dalles, Oreg., radio range station; Yakima, Wash., radio range station; the intersection of the northwest course of the Yakima, Wash., radio range and the south course of the Ellensburg, Wash., radio range to the Ellensburg, Wash., radio range station.

§ 600.109 *Amber civil airway No. 9 (Charleston, S. C., to Norfolk, Va.)*. From the Charleston, S. C., radio range station via the Myrtle Beach, S. C., nondirectional radio beacon; Wilmington, N. C., nondirectional radio beacon; New Bern, N. C., nondirectional radio beacon; the intersection of a line bearing 11° True from the New Bern, N. C., nondirectional radio beacon and the southwest course of the Norfolk, Va., radio range to the Norfolk, Va., radio range station. The portion of this airway above 5500 feet above mean sea level within 60 miles of a point at latitude 34°54'30", longitude 76°53'00" is excluded daily from sunset to sunrise.

§ 600.110 *Amber civil airway No. 10 (Hawaiian Islands)*. From the intersection of the west course of the Hilo, T. H., radio range and the south course of the Honolulu, T. H., radio range to the Honolulu, T. H., radio range station excluding the portion above 21,000 feet mean sea level which overlaps Warning Area (W-321).

§ 600.111 *Amber civil airway No. 11 (Hawaiian Islands)*. From the intersection of the south course of the Maui, T. H., radio range and the west course of the Hilo, T. H., radio range via the Maui, T. H., radio range station to the intersection of the north course of the Maui,

T. H., radio range and a point 38 statute miles north of the Maui, T. H., radio range station.

§ 600.112 *Amber civil airway No. 12 (Hawaiian Islands)*. From the intersection of the south course of the Hilo, T. H., radio range and point 37 miles south of the Hilo, T. H., radio range station via the Hilo, T. H., radio range station to the intersection of the north course of the Hilo, T. H., radio range and the southeast course of the Maui, T. H., radio range.

§ 600.113 *Amber civil airway No. 13 (Hawaiian Islands)*. From the intersection of the south course of the Port Allen, Kauai, T. H., radio range and a line bearing 246° True from the Honolulu, Oahu, T. H., radio range to the Port Allen, Kauai, T. H., radio range station.

RED CIVIL AIRWAYS

§ 600.201 *Red civil airway No. 1 (Big Spring, Tex., to San Antonio, Tex.)*. From the Big Spring, Tex., radio range station via the intersection of the southeast course of the Big Spring, Tex., radio range and the northwest course of the Kelly, Tex., radio range to the Kelly, Tex., radio range station.

§ 600.202 *Red civil airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.)*. From the intersection of the southeast course of the Sheridan, Wyo., radio range and the north course of the Casper, Wyo., radio range via the intersection of the southeast course of the Sheridan, Wyo., radio range and the west course of the Rapid City, S. Dak., radio range to the Rapid City, S. Dak., radio range station.

§ 600.203 *Red civil airway No. 3 (Phillipsburg, Pa., to Hartford, Conn.)*. From the Phillipsburg, Pa., radio range station to the Harrisburg, Pa., radio range station. From the Philadelphia, Pa., radio range station via the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia) radio range to the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia), radio range. From the New York, N. Y. (LaGuardia), radio range station to the intersection of the northeast course of the New York, N. Y. (LaGuardia) radio range and the northeast course of the Newark, N. J., radio range.

§ 600.204 *Red civil airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.)*. From the Las Vegas, N. Mex., radio range station to the intersection of the southeast course of the Las Vegas, N. Mex., radio range and the west course of the Tucumcari, N. Mex., radio range.

§ 600.205 *Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.)*. From the Sioux Falls, S. Dak., radio range station, via the Minneapolis, Minn., radio range station to the St. Paul Airport, St. Paul, Minn.

§ 600.206 *Red civil airway No. 6 (Denver, Colo., to Omaha, Nebr.)*. From the Denver, Colo., radio range station via the Akron, Colo., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station;

Lincoln, Nebr., radio range station to Omaha, Nebr., radio range station.

§ 600.207 *Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.)*. From the intersection of the south course of the Greenville, S. C., radio range and the southwest course of the Spartanburg, S. C., radio range, via the Greenville, S. C., radio range station to the intersection of the east course of the Greenville, S. C., radio range and the southwest course of the Spartanburg, S. C., radio range. From the intersection of the northeast course of the Spartanburg, S. C., radio range and the west course of the Charlotte, N. C., radio range, via the Charlotte, N. C., radio range station to the intersection of the north course of the Charlotte, N. C., radio range and the southwest course of the Greensboro, N. C., radio range. From the intersection of the southwest course of the Greensboro, N. C., radio range and the southeast course of the Winston-Salem, N. C., radio range via the Winston-Salem, N. C., radio range station and the Winston-Salem, N. C., Municipal Airport to the Greensboro, N. C., radio range station.

§ 600.208 *Red civil airway No. 8 (Dayton, Ohio, to Newark, N. J.)*. From the intersection of the west course of the Wright-Patterson AFB radio range and the northwest course of the Cincinnati, Ohio, radio range via the Wright-Patterson AFB, Dayton, Ohio, radio range station to the intersection of the east course of the Wright-Patterson AFB radio range and the south course of the Columbus, Ohio, radio range. From the Butler, Pa., nondirectional radio beacon via the Brookville, Pa., nondirectional radio beacon; the intersection of the southwest course of the Elmira, N. Y., radio range and the west course of the Williamsport, Pa., radio range; Williamsport, Pa., radio range station; Crystal Lake, Pa., nondirectional radio beacon to the Newark, N. J., radio range station.

§ 600.209 *Red civil airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.)*. From the San Diego, Calif., radio range station via the intersection of the east course of the San Diego, Calif., radio range and the west course of the El Centro, Calif., radio range; El Centro, Calif., radio range station; Yuma, Ariz., radio range station, excluding the portion which lies outside the continental United States; the intersection of the east course of the Yuma, Ariz., radio range and the west course of the Gila Bend, Ariz., radio range; Gila Bend, Ariz., radio range station to the intersection of the east course of the Gila Bend, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range.

§ 600.210 *Red civil airway No. 10 (Wichita Falls, Tex., to Augusta, Ga.)*. From the Wichita Falls, Tex., radio range station via the Dallas, Tex., nondirectional radio beacon; Shreveport, La., radio range station; Monroe, La., radio range station; Jackson, Miss., radio range station; Meridian, Miss., radio range station; Birmingham, Ala., radio range station; the intersection of the east course of the Birmingham, Ala., radio

range and a line bearing 267° True from the Atlanta, Ga., radio range; Atlanta, Ga., radio range station, excluding the portion below 5,500 feet which overlaps the Camp Gordon, Ga., restricted area, to the Augusta, Ga., radio range station.

§ 600.211 *Red civil airway No. 11 (Enid, Okla., to Boston, Mass.)*. From the intersection of the northeast course of the Gage, Okla., radio range and a line bearing 314° True from the Enid, Okla., Vance AFB nondirectional radio beacon via the Enid, Okla., Vance AFB nondirectional radio beacon to the intersection of a line bearing 130° True from the Vance AFB nondirectional radio beacon and the north course of the Oklahoma City, Okla., radio range. From the intersection of the northeast course of the Tulsa, Okla., radio range and the south course of the Chanute, Kans., radio range via the Springfield, Mo., radio range station; Vichy, Mo., nondirectional radio beacon to the intersection of a line bearing 52° True from the Vichy nondirectional radio beacon and the west course of the St. Louis, Mo., radio range. From the Albany, N. Y., radio range station to the intersection of the northeast course of the Hartford, Conn., radio range and the west course of the Boston, Mass., radio range. From the Boston, Mass., radio range station to the intersection of the east course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy), radio range.

§ 600.212 *Red civil airway No. 12 (Joliet, Ill., to Erie, Pa.)*. From the Joliet, Ill., radio range station via the intersection of the east course of the Joliet, Ill., radio range and the west course of the South Bend, Ind., radio range; South Bend, Ind., radio range station to the Detroit, Mich., radio range station. That airspace over United States territory from the Windsor, Ont., Canada, radio range station to the Erie, Pa., radio range station.

§ 600.213 *Red civil airway No. 13 (Wheeling, W. Va., to Boston, Mass.)*. From the Wheeling, W. Va., nondirectional radio beacon via the Clinton, Pa., nondirectional radio beacon; Butler, Pa., nondirectional radio beacon; Westover, Pa., nondirectional radio beacon to the Philipsburg, Pa., radio range station. From the Crystal Lake, Pa., nondirectional radio beacon via the Stewart AFB, N. Y., nondirectional radio beacon; Poughkeepsie, N. Y., radio range station; Hartford, Conn., radio range station; Providence, R. I., radio range station via the intersection of the north course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range to the intersection of a direct line between the intersection of the north course of the Providence radio range and the southwest course of the Boston radio range and the Bedford, Mass., nondirectional radio beacon (located at lat. 42°28'47", long. 71°23'21") with the west course of the Boston, Mass., radio range.

§ 600.214 *Red civil airway No. 14 (Lone Rock, Wis., to Indianapolis, Ind.)*. From the intersection of the southeast course of the La Crosse, Wis., radio range

and the west course of the Madison, Wis., radio range via the Rockford, Ill., radio range station; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Chicago, Ill., radio range; Chicago, Ill., radio range station to the Indianapolis, Ind., radio range station.

§ 600.215 *Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.)*. From the intersection of the northeast course of the Reno, Nev., radio range and the northwest course of the Fallon, Nev., radio range via the Fallon, Nev., radio range station; the intersection of the southeast course of the Fallon, Nev., radio range with a point at Lat. 38°39'50", Long. 117°51'00"; the Tonopah, Nev., radio range station; the intersection of the south course of the Tonopah, Nev., radio range with a point at Lat. 37°25'30", Long. 117°09'30"; thence via Lat. 36°17'45", Long. 116°25'30" to the Goodsprings, Nev., nondirectional radio beacon. From the Las Vegas, Nev., radio range station to the intersection of the southeast course of the Las Vegas, Nev., radio range and the west course of the Prescott, Ariz., radio range. From the Prescott, Ariz., radio range station via the intersection of the southeast course of the Prescott, Ariz., radio range and the northwest course of the Phoenix, Ariz., radio range to the Phoenix, Ariz., radio range station.

§ 600.216 *Red civil airway No. 16 (Tallahassee, Fla., to Raleigh, N. C.)*. From the Tallahassee, Fla., radio range station via the Albany, Ga., radio range station; the intersection of the north course of the Albany, Ga., radio range and the southwest course of the Macon, Ga., radio range to the Macon, Ga., radio range station excluding the portion above 19,000 feet which lies within the Tyndall AFB restricted area (R-336), between sunset and sunrise. From the Augusta, Ga., radio range station via the Columbia, S. C., radio range station; the intersection of the east course of the Columbia, S. C., radio range and the south course of the Florence, S. C., radio range; Florence, S. C., radio range station; Lumberton, N. C., nondirectional radio beacon; the intersection of a line bearing 21° True from the Lumberton, N. C., nondirectional radio beacon and a line bearing 191° True from the Raleigh, N. C., radio range station to the Raleigh, N. C., radio range station.

§ 600.217 *Red civil airway No. 17 (St. Louis, Mo., to Baltimore, Md.)*. From the intersection of the southwest course of the Belleville, Ill., Scott AFB radio range with a point on the southwest course of the Scott AFB radio range 48 miles southwest of the Belleville, Ill., Scott AFB radio range station via the Belleville, Ill., Scott AFB radio range station to the intersection of the northeast course of the Scott AFB radio range and the west course of the Effingham, Ill., radio range. From the Chanute AFB, Rantoul, Ill., nondirectional radio beacon to the intersection of a line bearing 44° True from the nondirectional radio beacon with the southeast course of the Chicago, Ill., radio range. From the Fort Wayne, Ind., radio range station via

the Findlay, Ohio, non-directional radio beacon; the Mansfield, Ohio, non-directional radio beacon to the Pittsburgh, Pa., radio range station. From the Martinsburg, W. Va., radio range station via the intersection of the northeast course of the Arcola, Va., radio range and the west course of the Baltimore, Md., radio range; Baltimore, Md., radio range station to the intersection of the east course of the Baltimore, Md., radio range and the southwest course of the Millville, N. J., radio range, except that the portion of the civil airway which overlaps the Aberdeen restricted area (R-24) (published in § 608.28 of this chapter) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 600.218 *Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.)*. From the intersection of the east course of the Indianapolis, Ind., radio range and the northwest course of the Cincinnati, Ohio, radio range via the Cincinnati, Ohio, radio range station; Huntington, W. Va., nondirectional radio beacon; Charleston, W. Va., radio range station; Elkins, W. Va., radio range station; Front Royal, Va., radio range station to the intersection of the east course of the Front Royal, Va., radio range and the northwest course of the Washington, D. C., radio range.

§ 600.219 *Red civil airway No. 19 (Traverse City, Mich., to Norfolk, Va.)*. From the Traverse City, Mich., radio range station via the Gladwin, Mich., nondirectional radio beacon; Saginaw, Mich., nondirectional radio beacon; Flint, Mich., ILS outer Marker; Detroit, Mich., radio range station; the intersection of the southeast course of the Detroit, Mich., radio range and the west course of the Akron, Ohio, radio range to the Akron, Ohio, radio range station. From the intersection of the southwest course of the Arcola, Va., radio range and the west course of the Quantico, Va. (Navy), radio range to the Quantico, Va. (Navy), radio range station, excluding the portion more than 1 mile north of the west course of the Quantico, Va. (Navy), radio range. From the intersection of the north course of the Richmond, Va., radio range and the northwest course of the Tappahannock, Va., radio range via the Tappahannock, Va., radio range station to the intersection of the southeast course of the Tappahannock, Va., radio range and the north course of the Norfolk, Va. (Navy), radio range, excluding those portions more than 2 miles either side of the northwest course of the Tappahannock, Va., radio range and the portion which overlaps the Patuxent, Md., restricted area (R-43), thence to the Norfolk, Va., Navy radio range station excluding the portion which overlaps Plum Tree Island restricted area (R-49).

§ 600.220 *Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.)*. That airspace over United States territory from the Lansing, Mich., radio range station via the Flint, Mich., ILS outer marker; the intersection of the northwest course of the Selfridge, Mich., AFB radio range and the northwest course of the Windsor, Ont., Can., radio

range; Windsor, Ont., Can., radio range station; Cleveland, Ohio, radio range station; Akron, Ohio, radio range station; the intersection of the southeast course of the Akron, Ohio, radio range and the northwest course of the Pittsburgh, Pa., radio range; Pittsburgh, Pa., radio range station; the intersection of the southeast course of the Pittsburgh, Pa., radio range and the northwest course of the Washington, D. C., radio range; Washington, D. C., radio range station to the intersection of the southeast course of the Washington, D. C., radio range with Red civil airway No. 77.

§ 600.221 *Red civil airway No. 21 (New York, N. Y., to Boston, Mass.).* From the intersection of the east course of the New York (La Guardia), N. Y., radio range and the southwest course of the Bridgeport, Conn., radio range via the Bridgeport, Conn., radio range station to the intersection of the northeast course of the Bridgeport, Conn., radio range and the southeast course of the Hartford, Conn., radio range. From the intersection of the southeast course of the Hartford, Conn., radio range and the west course of the Quonset Point, R. I. (Navy), radio range via the intersection of the west course of the Quonset Point, R. I. (Navy), radio range and the southwest course of the Providence, R. I., radio range; Providence, R. I., radio range station, excluding that portion more than 2 miles east of the southwest course of the Providence, R. I., radio range; Squantum, Mass. (Navy), radio range station to the intersection of the northeast course of the Squantum, Mass. (Navy), radio range and the east course of the Boston, Mass., radio range.

§ 600.222 *Red civil airway No. 22 (Mount Clemens, Mich., to Albany, N. Y.).* From the Mount Clemens, Mich., Selfridge AFB radio range station to the intersection of the southeast course of the Selfridge AFB radio range and the west course of the Clear Creek, Ont., Canada, radio range, excluding the portion which lies outside the continental United States. From the intersection of the west course of the Buffalo, N. Y., radio range and the United States-Canadian Border via the Buffalo, N. Y., radio range station; the intersection of the northeast course of the Buffalo, N. Y., radio range and the northwest course of the Rochester, N. Y., radio range to the Rochester, N. Y., radio range station. From the Syracuse, N. Y., radio range station via the Utica, N. Y., radio range station to the intersection of the southeast course of the Utica, N. Y., radio range and the west course of the Albany, N. Y., radio range.

§ 600.223 *Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).* That airspace over United States territory from the Lakehead, Ont., Canada, radio range station via the Houghton, Mich., radio range station; Grand Marais, Mich., radio range station; Sault Ste. Marie, Mich., radio range station to the Gore Bay, Ont., Canada, radio range station. That airspace over United States territory from the Toronto, Ont., Canada, radio range

station via the Buffalo, N. Y., radio range station; Dansville, N. Y., nondirectional radio beacon; Elmira, N. Y., radio range station; New York (La Guardia), N. Y., radio range station to the intersection of the east course of the New York (La Guardia), N. Y., radio range and the northeast course of the Peconic, Long Island, N. Y., radio range.

§ 600.224 *Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).* From the Amarillo, Tex., radio range station via the intersection of the east course of the Amarillo, Tex., radio range and the southwest course of the Oklahoma City, Okla., radio range to the Oklahoma City, Okla., radio range station.

§ 600.225 *Red civil airway No. 25 (United States-Canadian Border to Bangor, Maine).* That airspace over United States territory from the Quebec, Canada, radio range station via the intersection of the northwest course of the Bangor, Maine, radio range and the west course of the Millinocket, Maine, radio range to the intersection of the northwest course of the Bangor, Maine, radio range and the southwest course of the Millinocket, Maine, radio range.

§ 600.226 *Red civil airway No. 26 (Petersburg, Va., to Corapeake, N. C.).* From the intersection of the southwest course of the Richmond, Va., radio range and the northwest course of the Waverly, Va., radio range via the Waverly, Va., radio range station to the intersection of the southeast course of the Waverly, Va., radio range and the southwest course of the Norfolk, Va., radio range.

§ 600.227 *Red civil airway No. 27 (Nenabank, Alaska, to Wolf Intersection, Alaska).* From the intersection of the northwest course of the Nenana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range via the Nenana, Alaska, radio range station to the intersection of the southeast course of the Nenana, Alaska, radio range and the southwest course of the Fairbanks, Alaska, radio range.

§ 600.228 *Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.).* From the Rockford, Ill., radio range station via the intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range; Chicago, Ill., radio range station; the intersection of the northeast course of the Chicago, Ill., radio range and the southwest course of the Grand Rapids, Mich., radio range to the Grand Rapids, Mich., radio range station. From the Lansing, Mich., radio range station to the intersection of a line bearing 127° True from the Lansing, Mich., radio range station to its intersection with the west course of the Detroit, Mich., radio range.

§ 600.230 *Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).* From the Shreveport, La., radio range station via the intersection of the south course of the Shreveport, La., radio range and the northwest course of the Alexandria, La., radio range; Alexandria, La., radio range station; intersection of the southeast course of the Alexandria, La.,

radio range and the northwest course of the Baton Rouge, La., radio range; Baton Rouge, La., radio range station to the intersection of the southeast course of the Baton Rouge, La., radio range and the west course of the New Orleans, La., radio range. From the New Orleans, La., radio range station via the intersection of the northeast course of the Saufley Field, Pensacola, Fla. (Navy), radio range and the west course of the Pensacola, Fla., radio range; Whiting Field, Milton, Fla. (Navy), radio range station; Crestview, Fla., radio range station, excluding the portion below 2,000 feet MSL lying within Pensacola caution area C-488; the intersection of the east course of the Crestview, Fla., radio range and the northwest course of the Tallahassee, Fla., radio range; Tallahassee, Fla., radio range station to the Jacksonville, Fla., radio range station, excluding the portion above 19,000 feet MSL lying within the Tyndall restricted area (R-336), between sunset and sunrise.

§ 600.231 *Red civil airway No. 31 (Cheyenne, Wyo., to La Crosse, Wis.).* From the intersection of the east course of the Cheyenne, Wyo., radio range and the southwest course of the Scottsbluff, Nebr., radio range via the Scottsbluff, Nebr., radio range station; the intersection of the northeast course of the Scottsbluff, Nebr., radio range and the south course of the Rapid City, S. Dak., radio range; Rapid City, S. Dak., radio range station; the intersection of the east course of the Rapid City, S. Dak., radio range and the west course of the Pierre, S. Dak., radio range; Pierre, S. Dak., radio range station; the intersection of the east course of the Pierre, S. Dak., radio range and the southwest course of the Huron, S. Dak., radio range to the Huron, S. Dak., radio range station. From the Minneapolis, Minn., radio range station via the Stanton, Minn., nondirectional radio beacon to the La Crosse, Wis., radio range station.

§ 600.232 *Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.).* From the Laredo, Tex., radio range station via the intersection of the northeast course of the Laredo, Tex., radio range and the southwest course of the Kelly, Tex., radio range; Kelly, Tex., radio range station to the intersection of the northeast course of the Kelly, Tex., radio range and the west course of the San Antonio, Tex., radio range. From the Austin, Tex., nondirectional radio beacon via the Smithville, Tex., nondirectional radio beacon; the Richmond, Tex., radio range station to the intersection of the southeast course of the Richmond, Tex., radio range and the southwest course of the Houston, Tex., radio range.

§ 600.233 *Red civil airway No. 33 (Norfolk, Va., to Boston, Mass.).* From the intersection of the east course of the Langley, Va., AFB radio range and the north course of the Norfolk, Va., Navy radio range via the Langley, Va., AFB radio range station, excluding the portion which overlaps the Plum Tree Island Restricted Area (R-49), to the Richmond, Va., radio range station. From the Gordonsville, Va., radio range station via the Arcola, Va., radio range station to

the intersection of the northeast course of the Arcola, Va., radio range and the southeast course of the Harrisburg, Pa., radio range. From the intersection of the east course of the Poughkeepsie, N. Y., radio range and the southwest course of the Chicopee, Westover AFB, Mass., radio range via the Chicopee, Westover AFB, Mass., radio range station to the intersection of the northeast course of the Chicopee, Westover AFB, Mass., radio range and the west course of the Boston, Mass., radio range.

§ 600.234 *Red civil airway No. 34 (Charleston, W. Va., to Weeksville, N. C.)*. From the Charleston, W. Va., radio range station via the Pulaski, Va., radio range station to the Greensboro, N. C., radio range station. From the intersection of the northeast course of the Greensboro, N. C., radio range and the northwest course of the Raleigh, N. C., radio range to the Raleigh, N. C., radio range station. From the intersection of the north course of the Williamston, N. C., VHF VAR radio range and the southwest course of the Norfolk, Va., radio range to the Weeksville, N. C. (Navy) radio range station.

§ 600.235 *Red civil airway No. 35 (Pueblo, Colo., to St. Joseph, Mo.)*. From the Pueblo, Colo., radio range station via the La Junta, Colo., radio range station; Garden City, Kans., radio range station; Hutchinson, Kans., radio range station; the intersection of the east course of the Hutchinson, Kans., radio range and the southwest course of the Forbes AFB, Kans., radio range; Forbes AFB, Kans., radio range station to the intersection of the northeast course of the Forbes, AFB radio range and the northwest course of the Kansas City, Mo., radio range.

§ 600.236 *Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.)*. From the Stanton, Minn., nondirectional radio beacon via the Rochester, Minn., radio range station to the intersection of the east course of the Rochester, Minn., radio range and the northwest course of the La Crosse, Wis., radio range.

§ 600.237 *Red civil airway No. 37 (Tyler, Tex., to Gordonsville, Va.)*. From the Tyler, Tex., nondirectional radio beacon to the intersection of a line bearing 13° True from the Tyler nondirectional radio beacon with the west course of the Shreveport, La., radio range. From the intersection of the northeast course of the Texarkana, Ark., radio range and the southwest course of the Little Rock, Ark., radio range via the Little Rock, Ark., radio range station; Stuttgart, Ark., radio range station to the intersection of the east course of the Stuttgart, Ark., radio range and the west course of the Memphis, Tenn., radio range. From the Charleston, W. Va., radio range station via the Roanoke, Va., radio range station; Lynchburg, Va., radio range station; to the Gordonsville, Va., radio range station.

§ 600.238 *Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.)*. From the intersection of the southeast course of the Big Spring, Tex., radio

range and the southwest course of the San Angelo, Tex., radio range via the San Angelo, Tex., radio range station to the intersection of the southeast course of the San Angelo, Tex., radio range and the southeast course of the Big Spring, Tex., radio range. From the intersection of the northwest course of the Kelly, Tex., radio range and the west course of the San Antonio, Tex., radio range to the San Antonio, Tex., radio range station.

§ 600.239 *Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska)*. From the Bethel, Alaska, radio range station via the Aniak, Alaska, radio range station; the McGrath, Alaska, radio range station; the Minchumina, Alaska, radio range station and the Nenana, Alaska, radio range station to the Fairbanks, Alaska, radio range station.

§ 600.240 *Red civil airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska)*. From the Kodiak, Alaska, radio range station via the Shuyak, Alaska, nondirectional radio beacon; Homer, Alaska, radio range station to the Anchorage, Alaska, radio range station.

§ 600.241 *Red civil airway No. 41 (Cape Spencer, Alaska, to Sisters Island, Alaska)*. From the intersection of the northwest course of the Sitka (Biorca Island) Alaska, radio range and the southwest course of the Gustavus, Alaska, radio range via the Gustavus, Alaska, radio range station to the Sisters Island, nondirectional radio beacon.

§ 600.242 *Red civil airway No. 42 (Milwaukee, Wis., to Aurora, Ill.)*. From the intersection of the west course of the Milwaukee, Wis., radio range and the northwest course of the Chicago, Ill., radio range to the intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range. From the Glenview, Ill. (Navy), radio range station to the intersection of the southwest course of the Glenview, Ill. (Navy), radio range and the west course of the Chicago, Ill., radio range.

§ 600.244 *Red civil airway No. 44 (Bellingham, Wash., to Princeton, B. C., Canada)*. That airspace over United States territory from the Bellingham, Wash., radio range station to the Princeton, British Columbia, Canada, radio range station.

§ 600.245 *Red civil airway No. 45 (Blackstone, Va., to Lancaster, Pa.)*. From the Blackstone, Va., radio range station via the Manakin, Va., nondirectional radio beacon; the intersection of the south course of the Quantico, Va. (Navy), radio range and the southwest course of the Washington, D. C., radio range; Quantico, Va. (Navy), radio range station to the intersection of the north course of the Quantico, Va. (Navy), radio range and the northwest course of the Washington, D. C., radio range, excluding that portion which lies more than 2 miles west of the north course of the Quantico, Va. (Navy), radio range between the range station and the intersection of the north course of the Quantico, Va. (Navy), radio range and the northwest course of the Washington,

D. C., radio range. From the Riverdale, Md., nondirectional radio beacon via the intersection of a line bearing 63° True from the Riverdale nondirectional radio beacon and the south course of the Baltimore, Md., radio range; Baltimore, Md., radio range station to the intersection of the north course of the Baltimore, Md., radio range and the southwest course of the Allentown, Pa., radio range.

§ 600.246 *Red civil airway No. 46 (United States-Canadian Border to Jamestown, N. Dak.)*. That airspace over United States territory from the Regina, Saskatchewan, Canada, radio range station via the Minot, N. Dak., radio range station to the Jamestown, N. Dak., radio range station.

§ 600.247 *Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.)*. From the Tampa, Fla., radio range station via the Orlando, Fla., radio range station to the Daytona Beach, Fla., radio range station.

§ 600.249 *Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.)*. From the Elko, Nev., radio range station via the Wendover, Utah, radio range station; the intersection of the east course of the Wendover, Utah, radio range and the west course of the Salt Lake City, Utah, radio range; the Salt Lake City, Utah, radio range station; Fort Bridger, Wyo., radio range station to the intersection of the north course of the Fort Bridger, Wyo., radio range and the southeast course of the Malad City, Idaho, radio range.

§ 600.250 *Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska)*. From the intersection of the east course of the Galena, Alaska, radio range and the southwest course of the Tanana, Alaska, radio range via the Tanana, Alaska, radio range station to the intersection of the southeast course of the Tanana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range.

§ 600.251 *Red civil airway No. 51 (Blackstone, Va., to Norfolk, Va.)*. From the Blackstone, Va., radio range station via the intersection of the east course of the Blackstone, Va., radio range and the west course of the Langley, Va., AFB radio range to the Langley, Va., AFB radio range station, excluding the portions which overlap the Camp Pickett Restricted Area (R-44) and the Plum Tree Island Restricted Area (R-49).

§ 600.252 *Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.)*. From the Memphis, Tenn., radio range station via the Muscle Shoals, Ala., radio range station; the intersection of the southeast course of the Muscle Shoals, Ala., radio range and the north course of the Birmingham, Ala., radio range to the Birmingham, Ala., radio range station.

§ 600.253 *Red civil airway No. 53 (Portland, Oreg., to Spokane, Wash.)*. From the Portland, Oreg., radio range station via the intersection of the east course of the Portland, Oreg., radio range and the west course of the The Dalles, Oreg., radio range; The Dalles,

Oreg., radio range station; the intersection of the east course of the The Dalles, Oreg., radio range and the west course of the Pendleton, Oreg., radio range; Pendleton, Oreg., radio range station; the intersection of the east course of the Pendleton, Oreg., radio range and the southwest course of the Walla Walla, Wash., radio range; Walla Walla, Wash., radio range station to the Spokane, Wash., radio range station.

§ 600.254 *Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah).* From the Burley, Idaho, radio range station via the Promontory Point, Utah, non-directional radio beacon to a point located at Latitude 40°47'00", Longitude 112°23'00".

§ 600.255 *Red civil airway No. 55 (Chicago, Ill., to Columbus, Ohio).* From the intersection of the northeast course of the Chicago, Ill., radio range and a line bearing 293° True from the South Bend, Ind., radio range station via the South Bend, Ind., radio range station; Goshen, Ind., radio range station; Findlay, Ohio, non-directional radio beacon to the Columbus, Ohio, radio range station.

§ 600.256 *Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).* From the intersection of the northwest course of the Red Bluff, Calif., radio range and the northwest course of the Whitmore, Calif., radio range to the Whitmore, Calif., radio range station.

§ 600.257 *Red civil airway No. 57 (Des Moines, Iowa, to Youngstown, Ohio.).* From the Des Moines, Iowa, radio range station via the Cedar Rapids, Iowa, non-directional radio beacon; Moline, Ill., radio range station; Rockford, Ill., radio range station; Milwaukee, Wis., radio range station; Battle Creek, Mich., radio range station to the Toledo, Ohio, radio range station. From the Akron, Ohio, radio range station to the Youngstown, Ohio, radio range station.

§ 600.258 *Red civil airway No. 58 (Augusta, Maine to United States-Canadian Border).* That airspace over United States territory from the Augusta, Maine, radio range station via the Bangor, Maine, radio range station; Pennfield Ridge, New Brunswick, Canada, radio range station to the St. John, New Brunswick, Canada, radio range station.

§ 600.259 *Red civil airway No. 59 (Garden City, Kans., to Oklahoma City, Okla.).* From the Garden City, Kans., radio range station via the intersection of the south course of the Garden City, Kans., radio range and the northwest course of the Gage, Okla., radio range; Gage, Okla., radio range station to the Oklahoma City, Okla., radio range station.

§ 600.260 *Red civil airway No. 60 (Oakland, Calif., to Stockton, Calif.).* From the Oakland, Calif., radio range station via the Stockton, Calif., radio range station to the intersection of the east course of the Stockton, Calif., radio range and a point at Lat. 37°55'10", Long. 120°44'25".

§ 600.261 *Red civil airway No. 61 (Butler, Pa., to Washington, D. C.).*

From the intersection of the southeast course of the Akron, Ohio, radio range and the northwest course of the Pittsburgh, Pa., radio range via the Butler, Pa., nondirectional radio beacon to the Johnstown, Pa., nondirectional radio beacon. From the intersection of the northwest course of the Arcola, Va., radio range and the northwest course of the Front Royal, Va., radio range via the Arcola, Va., radio range station to the intersection of the southeast course of the Arcola, Va., radio range and the southwest course of the Washington, D. C., radio range.

§ 600.263 *Red civil airway No. 63 (Bangor, Mich., to Jackson, Mich.).* From the intersection of the southwest course of the Grand Rapids, Mich., radio range and the west course of the Battle Creek, Mich., radio range via the Battle Creek, Mich., radio range station to the Jackson, Mich., nondirectional radio beacon.

§ 600.264 *Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska).* From the intersection of the southwest course of the Annette Island, Alaska, radio range and the United States-Canadian Border to the Annette Island, Alaska, radio range station.

§ 600.265 *Red civil airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.).* From the Los Angeles, Calif., nondirectional radio beacon via the intersection of a line bearing 175° True from the Los Angeles nondirectional radio beacon and a line bearing 279° True from the Ocean-side, Calif., nondirectional radio beacon; Oceanside, Calif., nondirectional radio beacon; Julian, Calif., nondirectional radio beacon to the Hayfield Lake, Calif., nondirectional radio beacon.

§ 600.267 *Red civil airway No. 67 (Crestview, Fla., to Atlanta, Ga.).* From the Crestview, Fla., radio range station via the Dothan, Ala., radio range station; the intersection of the northwest course of the Dothan, Ala., radio range and the southwest course of the Columbus, Ga., radio range; Columbus, Ga., radio range station; the intersection of the northeast course of the Columbus, Ga., radio range and a line bearing 182° True from the Marietta, Ga. (Lost Mountain), nondirectional radio beacon to the intersection of the line bearing 182° True from the Marietta, Ga. (Lost Mountain) nondirectional beacon and the southwest course of the Atlanta, Ga., radio range, excluding the portions above 19,000 feet MSL which lie within Tyndall restricted area (R-336) between sunset and sunrise, and excluding the portion which overlaps Fort Benning restricted area (R-129).

§ 600.268 *Red civil airway No. 68 (Midland, Tex., to Shreveport, La.).* From the Midland, Tex., radio range station via the San Angelo, Tex., radio range station; the intersection of the northeast course of the San Angelo, Tex., radio range and the south course of the Abilene, Tex., radio range to the Abilene, Tex., radio range station. From the intersection of the west course of the Fort Worth, Tex., radio range and the north-

west course of the Waco, Tex., radio range via the intersection of the north-west course of the Waco, Tex., radio range and a line bearing 255° True from the Dallas nondirectional radio beacon to the Dallas, Tex., nondirectional radio beacon. From the Duncanville, Tex., nondirectional radio beacon via the Tyler, Tex., nondirectional radio beacon to the Shreveport, La., radio range station.

§ 600.269 *Red civil airway No. 69 (Midland, Tex., to Big Spring, Tex.).* From the Midland, Tex., radio range station to the intersection of the northeast course of the Midland, Tex., radio range and the southwest course of the Big Spring, Tex., radio range.

§ 600.270 *Red civil airway No. 70 (Midland, Tex., to Lubbock, Tex.).* From the Midland, Tex., radio range station via the intersection of the south course of the Lubbock, Tex., radio range and the northwest course of the Big Spring, Tex., radio range to the Lubbock, Tex., radio range station.

§ 600.271 *Red civil airway No. 71 (El Paso, Tex., to Lubbock, Tex.).* From the intersection of the east course of the El Paso, Tex., radio range and the southwest course of the Roswell, N. Mex., radio range via the Roswell, N. Mex., radio range station; the intersection of the northeast course of the Roswell, N. Mex., radio range and the west course of the Lubbock, Tex., radio range to the Lubbock, Tex., radio range station.

§ 600.272 *Red civil airway No. 72 (Millville, N. J., to Paterson, N. J.).* From the intersection of the southwest course of the Millville, N. J., radio range and the south course of the New Castle, Del., radio range via the New Castle, Del., radio range station to the intersection of the north course of the New Castle, Del., radio range and the west course of the Philadelphia, Pa., radio range. From the intersection of the east course of the Harrisburg, Pa., radio range and the southwest course of the Willow Grove, Pa., radio range via the Willow Grove, Pa., radio range station; the intersection of the northeast course of the Willow Grove, Pa., radio range and the east course of the Allentown, Pa., radio range; the Chatham, N. J., non-directional radio beacon to the Paterson, N. J., non-directional radio beacon.

§ 600.273 *Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).* From the intersection of the west course of the New Castle, Del., radio range and the west course of the Philadelphia, Pa., radio range via the New Castle, Del., radio range station to the intersection of the east course of the New Castle, Del., radio range and the northeast course of the Millville, N. J., radio range.

§ 600.274 *Red civil airway No. 74 (New Orleans, La., to Bay Minette, Ala.).* From the intersection of the east course of the New Orleans, La., radio range with a line bearing 225° True from the Bay Minette, Ala., nondirectional radio beacon to the Bay Minette, Ala., nondirectional radio beacon.

§ 600.275 *Red civil airway No. 75 (United States-Canadian Border, Vancouver, British Columbia, to United States-Canadian Border, Abbotsford, British Columbia)*. That airspace over United States territory from the intersection of the northwest course of the Bellingham, Wash., radio range and the west course of the Abbotsford, British Columbia, radio range via the Abbotsford, British Columbia, radio range station to the intersection of the east course of the Abbotsford, British Columbia, radio range and the northeast course of the Bellingham, Wash., radio range.

§ 600.276 *Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.)*. From the Williams, Calif., radio range station to the intersection of the east course of the Williams, Calif., radio range and the northeast course of the Sacramento, Calif., radio range.

§ 600.277 *Red civil airway No. 77 (Greensboro, N. C., to Atlantic City, N. J.)*. From the Greensboro, N. C., radio range station via the Lynchburg, Va., radio range station; Richmond, Va., radio range station; Tappahannock, Va., radio range station; Dover, Del., AFB nondirectional radio beacon to the Atlantic City, N. J. (Navy) radio range station, excluding the portion below 6,000 feet which lies over Patuxent restricted area (R-71), and excluding the portion which lies over Patuxent restricted area (R-43).

§ 600.278 *Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.)*. From the intersection of the south course of the Medford, Oreg., radio range and the west course of the Klamath Falls, Oreg., radio range to the Klamath Falls, Oreg., radio range station.

§ 600.279 *Red civil airway No. 79 (Neah Bay, Wash., to Everett, Wash.)*. That airspace over United States territory from the Neah Bay, Wash., radio range station via the Port Angeles, Wash., CGAS nondirectional radio beacon to the Dungeness, Wash., fan marker excluding the portion below 6,000 feet which overlaps Restricted Area (R-236) and excluding the portion which conflicts with the Albert Head Restricted Area (R-407). From the intersection of the west course of the Everett, Wash., radio range and the northwest course of the Seattle, Wash., radio range to the Everett, Wash., radio range station.

§ 600.280 *Red civil airway No. 80 (Helena, Mont., to Miles City, Mont.)*. From the intersection of the west course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range via the intersection of the southwest course of the Great Falls, Mont., radio range and the north course of the Helena, Mont., radio range; Great Falls, Mont., radio range station; Lewistown, Mont., radio range station; the intersection of the southeast course of the Lewistown, Mont., radio range and the north course of the Billings, Mont., radio range to the Miles City, Mont., radio range station.

§ 600.281 *Red civil airway No. 81 (Lansing, Mich., to Detroit, Mich.)*.

From the Lansing, Mich., radio range station to the intersection of the southeast course of the Lansing, Mich., radio range and the west course of the Detroit, Mich., radio range.

§ 600.282 *Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska)*. From the Skwentna, Alaska, radio range station to the intersection of the southeast course of the Skwentna, Alaska, radio range and the north course of the Anchorage (Merrill), Alaska, radio range.

§ 600.283 *Red civil airway No. 83 (Gila Bend, Ariz., to Tucson, Ariz.)*. From the intersection of the west course of the Phoenix, Ariz., radio range and the north course of the Gila Bend, Ariz., radio range via the Gila Bend, Ariz., radio range station to the Tucson, Ariz., radio range station.

§ 600.284 *Red civil airway No. 84 (Meridian, Miss., to Columbus, Ga.)*. From the Meridian, Miss., radio range station via the Maxwell AFB, Ala., radio range station; the intersection of the east course of the Maxwell AFB, Ala., radio range and the northwest course of the Columbus, Ga., radio range to the Columbus, Ga., radio range station, excluding the portion which overlaps Fort Benning (restricted area (R-129)).

§ 600.286 *Red civil airway No. 86 (Millinocket, Maine, to Houlton, Maine)*. From the intersection of the northeast course of the Millinocket, Maine, radio range and the northwest course of the Houlton, Maine, radio range to the Houlton, Maine, radio range station, excluding that portion outside the continental limits of the United States.

§ 600.287 *Red civil airway No. 87 (Hawaiian Islands)*. From the intersection of northwest course of the Port Allen, T. H., radio range and a point 100 miles northwest of the Port Allen, T. H., radio range station via the Port Allen, Kauai, T. H., radio range station; the intersection of the southeast course of the Port Allen, T. H., radio range and the west course of the Honolulu, T. H., radio range; Honolulu, T. H., radio range station; Maui, T. H., radio range station; the intersection of the southeast course of the Maui, T. H., radio range and the north course of the Hilo, T. H., radio range; Hilo, Hawaii, T. H., radio range station to the intersection of the east course of the Hilo, T. H., radio range and the southeast course of the Maui radio range. The portions of this airway at 5,000 feet MSL and below which lie within the Bonham, T. H., restricted area (R-509) and the Bonham, T. H., warning area (W-510) are excluded.

§ 600.288 *Red civil airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.)*. From the Albuquerque, N. Mex., radio range station via the Roswell, N. Mex., radio range station; the intersection of the southeast course of the Roswell, N. Mex., radio range and the west course of the Hobbs, N. Mex., radio range; Hobbs, N. Mex., radio range station to the intersection of the east course of the Hobbs, N. Mex., radio range and the south course of the Lubbock, Tex., radio range.

§ 600.289 *Red civil airway No. 89 (Quincy, Ill., to Peoria, Ill.)*. From the Quincy, Ill., nondirectional radio beacon via the Peoria, Ill., radio range station to the intersection of the east course of the Peoria, Ill., radio range and the southwest course of the Joliet, Ill., radio range.

§ 600.290 *Red civil airway No. 90 (Oxnard, Calif., to Burbank, Calif.)*. From the Camarillo, Calif., radio range station to the Burbank, Calif., radio range station.

§ 600.291 *Red civil airway No. 91 (Dunkirk, N. Y., to Syracuse, N. Y.)*. From the Dunkirk, N. Y., nondirectional radio beacon via the Dansville, N. Y., nondirectional radio beacon to the Syracuse, N. Y., radio range station.

§ 600.292 *Red civil airway No. 92 (Sault Ste. Marie, Mich., to United States-Canadian Border)*. That airspace over United States territory from the Sault Ste. Marie, Mich., radio range station to the Sudbury, Ontario, Canada, radio range station.

§ 600.294 *Red civil airway No. 94 (Providence, R. I., to Hyannis, Mass.)*. From the Providence, R. I., radio range station via the Otis AFB, Falmouth, Mass., nondirectional radio beacon located at Lat. 41°36'15", Long. 70°32'31", to the Hyannis, Mass., nondirectional radio beacon, excluding the portion which lies more than 4 miles north of the centerline between this Otis AFB nondirectional radio beacon and the Hyannis nondirectional radio beacon.

§ 600.295 *Red civil airway No. 95 (Elmira, N. Y., to Utica, N. Y.)*. From the Elmira, N. Y., radio range station to the Utica, N. Y., radio range station.

§ 600.296 *Red civil airway No. 96 (Palacios, Tex., to Baton Rouge, La.)*. From the Palacios, Tex., radio range station via the Houston, Tex., radio range station; Beaumont, Tex., radio range station; Lake Charles, La., radio range station; Lafayette, La., nondirectional radio beacon to the Baton Rouge, La., radio range station.

§ 600.297 *Red civil airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.)*. That airspace over United States territory from the Lakehead, Ontario, Canada, radio range station via the Sault Ste. Marie, Mich., radio range station to the Wiarton, Ontario, Canada, radio range station.

§ 600.298 *Red civil airway No. 98 (Vichy, Mo., to Belleville, Ill.)*. From the Vichy, Mo., nondirectional radio beacon to the Belleville, Ill., Scott AFB radio range station.

§ 600.299 *Red civil airway No. 99 (Iliamna, Alaska, to Homer, Alaska)*. From the intersection of the northeast course of the King Salmon, Alaska, radio range and the southwest course of the Iliamna, Alaska, radio range via the Iliamna, Alaska, radio range station to the intersection of the southeast course of the Iliamna, Alaska, radio range the west course of the Homer, Alaska, radio range.

§ 600.300 *Red civil airway No. 100* (South Bend, Ind., to Battle Creek, Mich.). From the South Bend, Ind., radio range station to the Battle Creek, Mich., radio range station.

§ 600.301 *Red civil airway No. 101* (Biloxi, Miss., to Pensacola, Fla.). From the Keesler Air Force Base, Biloxi, Miss., radio range station to the intersection of the southeast course of the Keesler AFB radio range with west course of the Pensacola, Fla., radio range.

§ 600.302 *Red civil airway No. 102* (Lexington, Ky., to Huntington, W. Va.). From the Lexington, Ky., nondirectional radio beacon to the Huntington, W. Va., nondirectional radio beacon.

§ 600.303 *Red civil airway No. 103* (Anchorage, Alaska, to Middleton Island, Alaska). From the Anchorage, Alaska, radio range station via the intersection of a line bearing 266° True from the Anchorage, Alaska, radio range station and the northeast course of the Kenai, Alaska, radio range; the intersection of the southeast course of the Kenai, Alaska, radio range and the southwest course of the Anchorage, Alaska, radio range to the Middleton Island, Alaska, radio range station.

§ 600.304 *Red civil airway No. 104* (Greensboro, N. C., to Raleigh, N. C.). From the Greensboro, N. C., radio range station to the intersection of the southeast course of the Greensboro, N. C., radio range with a line bearing 191° True from the Raleigh, N. C., radio range.

§ 600.305 *Red civil airway No. 105* (Wichita, Kans., to Neosho, Mo.). From the intersection of the northeast course of the Wichita, Kans., radio range and the west course of the Chanute, Kans., radio range via the Chanute, Kans., radio range station to the intersection of the east course of the Chanute, Kans., radio range and a 344° True bearing from the Neosho, Mo., omnirange station.

§ 600.306 *Red civil airway No. 106* (Scottsbluff, Nebr., to North Platte, Nebr.). From the Scottsbluff, Nebr., radio range station to the intersection of the southeast course of the Scottsbluff, Nebr., radio range and the west course of the North Platte, Nebr., radio range.

§ 600.307 *Red civil airway No. 107* (Stanton, Minn., to Red Wing, Minn.). From the Stanton, Minn., nondirectional radio beacon to the intersection of the southeast course of the Minneapolis, Minn., radio range and the north course of the Rochester, Minn., radio range.

§ 600.308 *Red civil airway No. 108* (Promontory Point, Utah, to Fort Bridger, Wyo.). From the Promontory Point, Utah, nondirectional radiobeacon via the Corinne, Utah, nondirectional radiobeacon to the Fort Bridger, Utah, radio range station.

§ 600.309 *Red civil airway No. 109* (Portland, Oreg., to Spokane, Wash.). From the Portland, Oreg., radio range station via the intersection of the east course of the Portland, Oreg., radio range and the west course of the The Dalles, Oreg., radio range; The Dalles, Oreg., radio range station; Yakima,

Wash., radio range station; the intersection of the northwest course of the Yakima, Wash., radio range and the south course of the Ellensburg, Wash., radio range; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station to the Spokane, Wash., radio range station.

§ 600.310 *Red civil airway No. 110* (Mobile, Ala., to Pensacola, Fla.). From the intersection of a line bearing 331° True from the Brookley Air Force Base, Mobile, Ala., nondirectional radio beacon with Green civil airway No. 6 via the Brookley AFB nondirectional radio beacon to the intersection of a line bearing 151° True from the Brookley AFB nondirectional radio beacon with the west course of the Pensacola, Fla., radio range.

§ 600.312 *Red civil airway No. 112* (Albany, N. Y., to Westfield, Mass.). From the intersection of the west course of the Westfield, Mass., radio range with a straight line between Albany, N. Y., radio range station and the Hartford, Conn., radio range station to the Westfield, Mass., radio range station.

§ 600.313 *Red civil airway No. 113* (Hawaiian Islands). From the intersection of the south course of the Port Allen, Kauai, T. H., radio range and a line bearing 246° True from the Honolulu, Oahu, T. H., radio range station via the Honolulu, Oahu, T. H., radio range station; Makapuu Point, Oahu, T. H., nondirectional radio beacon; the intersection of a line bearing 62° True from the Makapuu Point nondirectional radio beacon and the north course of the Maui, T. H., radio range to the intersection of the north course of the Maui, T. H., radio range and the northeast course of the Honolulu radio range.

BLUE CIVIL AIRWAYS

§ 600.601 *Blue civil airway No. 1* (Miami, Fla., to Tampa, Fla.). From the Miami, Fla., radio range station to the Tampa, Fla., radio range station.

§ 600.602 *Blue civil airway No. 2* (Montgomery, Ala., to Erie, Pa.). From the intersection of the north course of the Crestview, Fla., radio range and the southeast course of the Craig, Ala., AFB radio range via the intersection of the southeast course of the Craig, Ala., AFB radio range and the south course of the Birmingham, Ala., radio range to the Birmingham, Ala., radio range station. From the Pittsburgh, Pa., radio range station via the Butler, Pa., nondirectional radio beacon; the intersection of the east course of the Youngstown, Pa., radio range and the south course of the Erie, Pa., radio range to the Erie, Pa., radio range station.

§ 600.603 *Blue civil airway No. 3* (Miami, Fla., to Sault Ste. Marie, Mich.). From the Miami, Fla., radio range station via the Tamiami, Fla., nondirectional radio beacon; Fort Myers, Fla., nondirectional radio beacon; Tampa, Fla., radio range station; the intersection of the north course of the Tampa, Fla., radio range and the southeast course of the Cross City, Fla., radio range; Cross City, Fla., radio range station to the Tallahassee, Fla., radio

range station, excluding the portion above 19,000 feet mean sea level which lies within the Tyndall AFB restricted area (R-336) between sunset and sunrise. From the intersection of the northwest course of the Tallahassee, Fla., radio range and the southeast course of the Dothan, Ala., radio range via the Dothan, Ala., radio range station; the intersection of the northwest course of the Dothan, Ala., radio range and the east course of the Maxwell AFB, Montgomery, Ala., radio range, excluding that portion which lies more than 2 miles west of the northwest course of the Dothan, Ala., radio range between Lat. 31°20'00", Long. 85°34'00" and Lat. 31°34'00", Long. 85°42'00", and excluding the portion above 19,000 feet which lies within the Tyndall AFB restricted area (R-336), between sunset and sunrise; the Maxwell AFB, Montgomery, Ala., radio range station to the intersection of the north course of the Maxwell AFB, Montgomery, Ala., radio range and the east course of the Birmingham, Ala., radio range. From the Muscle Shoals, Ala., radio range station to the intersection of the northeast course of the Muscle Shoals, Ala., radio range and the southwest course of the Nashville, Tenn., radio range. From the intersection of the south course of the Goshen, Ind., radio range and the southwest course of the Fort Wayne, Ind., radio range via the Goshen, Ind., radio range station; the intersection of the north course of the Goshen, Ind., radio range and the southwest course of the Grand Rapids, Mich., radio range; Grand Rapids, Mich., radio range station; Traverse City, Mich., radio range station; Pellston, Mich., nondirectional radio beacon to the Sault Ste. Marie, Mich., radio range station.

§ 600.604 *Blue civil airway No. 4* (Boston, Mass., to United States-Canadian Border). From the intersection of the northeast course of the Boston, Mass., radio range and the southeast course of the Concord, N. H., radio range; Concord, N. H., radio range station; Burlington, Vt., radio range station to the Montreal, Que., Canada, radio range station, excluding the airspace which lies outside the continental United States.

§ 600.605 *Blue civil airway No. 5* (Galveston, Tex., to Wichita, Kans.). From the Municipal Airport, Galveston, Tex., via the Galveston, Tex., radio range station; Houston, Tex., radio range station; the intersection of the northwest course of the Houston, Tex., radio range and the southeast course of the Bryan, Tex., radio range; Bryan, Tex., radio range station; Waco, Tex., radio range station; the intersection of the northeast course of the Waco, Tex., radio range and a line bearing 185° True from the Dallas nondirectional radio beacon; Dallas, Tex., nondirectional radio beacon; Ardmore, Okla., nondirectional radio beacon to the intersection of the south course of the Tinker AFB, Okla., radio range and the southeast course of the Oklahoma City, Okla., radio range. From the Oklahoma City, Okla., radio range station via the intersection of the north course of the Oklahoma City, Okla., radio range and

the southeast course of the Wichita, Kans., radio range; Wichita, Kans., radio range station to the intersection of the north course of the Wichita, Kans., radio range and the east course of the Hutchinson, Kans., radio range.

§ 600.606 *Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich.)*. From the Abilene, Tex., radio range station via the Wichita Falls, Tex., radio range station to the intersection of the northeast course of the Wichita Falls, Tex., radio range and the south course of the Oklahoma City, Okla., radio range. From the intersection of the southeast course of the Scott AFB, Belleville, Ill., radio range and a point 25 miles southeast of the Scott AFB, Belleville, Ill., radio range station via the Scott AFB, Belleville, Ill., radio range station to the intersection of the northwest course of the Scott AFB, Belleville, Ill., radio range and the southwest course of the Springfield, Ill., radio range. From the Springfield, Ill., radio range station to the Peoria, Ill., radio range station. From the intersection of the west course of the Goshen, Ind., radio range and the south course of the South Bend, Ind., radio range via the South Bend, Ind., radio range station to the intersection of the north course of the South Bend, Ind., radio range and the northeast course of the Chicago, Ill., radio range. From the intersection of the northeast course of the Chicago, Ill., radio range and the southwest course of the Grand Rapids, Mich., radio range to the Muskegon, Mich., radio range station.

§ 600.607 *Blue civil airway No. 7 (Hollister, Calif., to Williams, Calif.)*. From the intersection of the west course of the Fresno, Calif., radio range and the south course of the Travis AFB, Calif., radio range via the Travis AFB, Calif., radio range station to the Williams, Calif., radio range station.

§ 600.608 *Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border)*. That airspace over United States territory from the Fargo, N. Dak., radio range station via the Grand Forks, N. Dak., radio range station; Pembina, N. Dak., radio range station to the Winnipeg, Ont., Canada, radio range station.

§ 600.609 *Blue civil airway No. 9 (Springfield, Mo., to United States-Canadian Border)*. From the Springfield, Mo., radio range station to the Columbia, Mo., radio range station. From the Rochester, Minn., radio range station to the intersection of the north course of the Rochester, Minn., radio range and the southeast course of the Minneapolis, Minn., radio range. That airspace over United States territory from the Minneapolis, Minn., radio range station via the Duluth, Minn., radio range station to the Lakehead, Ont., Canada, radio range station.

§ 600.610 *Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.)*. From the Fresno, Calif., radio range station via the intersection of the west course of the Fresno, Calif., radio range and the southeast course of the Oakland, Calif., radio range; Oakland, Calif., radio

range station; the intersection of the northwest course of the Oakland, Calif., radio range and the southwest course of the Williams, Calif., radio range to the Williams, Calif., radio range station.

§ 600.611 *Blue civil airway No. 11 (Findlay, Ohio, to Dunkirk, N. Y.)*. From the Findlay, Ohio, nondirectional radio beacon via the Cleveland, Ohio, radio range station; Erie, Pa., radio range station to the intersection of the southwest course of the Buffalo, N. Y., radio range and the east course of the Clear Creek, Ont., Canada, radio range.

§ 600.612 *Blue civil airway No. 12 (McGrath, Alaska to Galena, Alaska)*. From the McGrath, Alaska, radio range station to the Galena, Alaska, radio range station.

§ 600.613 *Blue civil airway No. 13 (Houston, Tex., to Des Moines, Iowa)*. From the Houston, Tex., radio range station via the Lufkin, Tex., nondirectional radio beacon; Shreveport, La., radio range station; the intersection of the northwest course of the Shreveport, La., radio range and the south course of the Texarkana, Ark., radio range; Texarkana, Ark., radio range station to the Fort Smith, Ark., nondirectional radio beacon excluding the portion which overlaps the Camp Chaffee restricted area (R-215). From the intersection of the northeast course of the Kansas City, Mo., radio range and the south course of the Des Moines, Iowa, radio range to the Des Moines, Iowa, radio range station.

§ 600.614 *Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.)*. From the intersection of the west course of the El Centro, Calif., radio range and a bearing 165° True from the Julian, Calif., non-directional radio beacon to the Julian, Calif., non-directional radio beacon. From the Riverside, Calif., radio range station via the intersection of the northwest course of the Riverside, Calif., radio range and the southeast course of the Palmdale, Calif., radio range; the Palmdale, Calif., radio range station to the intersection of the northwest course of the Palmdale, Calif., radio range and the south course of the Bakersfield, Calif., radio range. From the intersection of the west course of the Fresno, Calif., radio range and the south course of the Stockton, Calif., radio range; Stockton, Calif., radio range to the intersection of the north course of the Stockton, Calif., radio range and the southeast course of the Sacramento, Calif., radio range.

§ 600.615 *Blue civil airway No. 15 (Akron, Ohio, to Hubbard, Ohio)*. From the Akron, Ohio, Akron-Canton County Airport ILS outer marker to the Hubbard, Ohio, nondirectional radio beacon.

§ 600.616 *Blue civil airway No. 16 (Waverly, Va., to Tappahannock, Va.)*. From the Waverly, Va., radio range station to the Tappahannock, Va., radio range station.

§ 600.617 *Blue civil airway No. 17 (Bangor, Maine, to Presque Isle, Maine)*. From the intersection of the northeast course of the Bangor, Maine, radio range and the south course of the Houlton,

Maine, radio range via the Houlton, Maine, radio range station; the intersection of the north course of the Houlton, Maine, radio range and the southeast course of the Presque Isle, Maine, radio range via the Presque Isle, Maine, radio range station to the Municipal Airport, Caribou, Maine, excluding that portion which lies outside the continental United States.

§ 600.618 *Blue civil airway No. 18 (Paterson, N. J., to United States-Canadian Border)*. From the intersection of the northwest course of the New York, N. Y. (LaGuardia), radio range and the southwest course of the Poughkeepsie, N. Y., radio range via the Poughkeepsie, N. Y., radio range station, excluding that portion which lies more than two miles west of the southwest course of the Poughkeepsie, N. Y., radio range between a point 25 miles northeast from the intersection of the northwest course of the New York, N. Y. (LaGuardia), radio range and the southwest course of the Poughkeepsie, N. Y., radio range and a point 10 miles south of the Poughkeepsie, N. Y., radio range; the Albany, N. Y., radio range station; Burlington, Vt., radio range station to the intersection of the northeast course of the Burlington, Vt., radio range and the United States-Canadian Border.

§ 600.619 *Blue civil airway No. 19 (Key West, Fla., to Orlando, Fla.)*. From the Key West, Fla., radio range station via the Perrine, Fla., radio range station; Melbourne, Fla., radio range station to the Orlando, Fla., radio range station.

§ 600.620 *Blue civil airway No. 20 (Millville, N. J., to Allentown, Pa.)*. From the intersection of the southwest course of the Atlantic City, N. J., (Nav) radio range and the southeast course of the Millville, N. J., radio range via the intersection of the southeast course of the Millville, N. J., radio range and the southeast course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; the intersection of the north course of the Philadelphia, Pa., radio range and a line bearing 192° True from the Allentown, Pa., radio range to the Allentown, Pa., radio range station.

§ 600.621 *Blue civil airway No. 21 (Coles Point, Va., to Elmira, N. Y.)*. From the intersection of the southeast course of the Andrews, Md., radio range and the south course of the Baltimore, Md., radio range to the Baltimore, Md., radio range station, excluding the portions which overlap restricted areas and excluding that portion which lies more than two miles east of the south course of the Baltimore radio range between the intersection of the south course of the Baltimore range with the southeast course of the Washington, D. C., radio range and the intersection of the south course of the Baltimore radio range with the southern boundary of Red civil airway No. 45. From the intersection of the south course of the Harrisburg, Pa., radio range and the west course of the Baltimore, Md., radio range via the Harrisburg, Pa., radio range; Williamsport, Pa., radio range station to the intersection of the north course of the Williams-

port, Pa., radio range and the southwest course of the Elmira, N. Y., radio range.

§ 600.623 *Blue civil airway No. 23 (Norfolk, Va., to Chincoteague, Va.)*. From the Norfolk, Va., Navy radio range station to the Chincoteague, Va., Navy radio range station excluding the portions which overlap Chincoteague Inlet restricted area (R-45) and Ship Shoal Island restricted area (R-47).

§ 600.625 *Blue civil airway No. 25 (Middleton Island, Alaska, to Big Delta, Alaska)*. From the intersection of the southwest course of the Hinchinbrook, Alaska, radio range and a direct line between the Whittier, Alaska, Fan Marker and the Middleton Island, Alaska, nondirectional radio beacon via the Hinchinbrook, Alaska, radio range station; the intersection of the northeast course of the Hinchinbrook, Alaska, radio range and the south course of the Gulkana, Alaska, radio range; Gulkana, Alaska, radio range station; the intersection of the north course of the Gulkana, Alaska, radio range and the south course of the Big Delta, Alaska, radio range to the Big Delta, Alaska, radio range station.

§ 600.626 *Blue civil airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska)*. From the Anchorage, Alaska, radio range station via the Talkeetna, Alaska, nondirectional radio beacon; Summit, Alaska, radio range station; intersection of the north course of the Summit, Alaska, radio range and the southwest course of the Fairbanks, Alaska, radio range to the Fairbanks, Alaska, radio range station.

§ 600.627 *Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska)*. From the Kodiak, Alaska, radio range station via the intersection of the west course of the Kodiak, Alaska, radio range and the southeast course of the King Salmon radio range; King Salmon, Alaska, radio range station; Bethel, Alaska, radio range station; Nome, Alaska, radio range station to the Kotzebue, Alaska, airport.

§ 600.628 *Blue civil airway No. 28 (Columbia, S. C., to Bulls Gap, Tenn.)*. From the Columbia, S. C., radio range station via the intersection of the west course of the Columbia, S. C., radio range and the southeast course of the Spartanburg, S. C., radio range; Spartanburg, S. C., radio range station to the intersection of the northwest course of the Spartanburg, S. C. radio range and the northeast course of the Knoxville, Tenn., radio range.

§ 600.629 *Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.)*. From the intersection of the northeast course of the Raleigh, N. C., radio range and the southeast course of the Lynchburg, Va., radio range to the Lynchburg, Va., radio range station.

§ 600.630 *Blue civil airway No. 30 (Brownsville, Tex., to Pueblo, Colo.)*. From the intersection of the southeast course of the Alice, Tex., radio range and the southwest course of the Corpus Christi, Tex., radio range via the Corpus Christi, Tex., radio range station, excluding the portion which lies more than 3 miles southeast of the southwest course

of the Corpus Christi radio range, to the Kelly, Tex., radio range station. From the Big Spring, Tex., radio range station to the intersection of the northwest course of the Big Spring, Tex., radio range and the south course of the Lubbock, Tex., radio range. From the Lubbock, Tex., radio range station via the intersection of the north course of the Lubbock, Tex., radio range and the south course of the Amarillo, Tex., radio range; Amarillo, Tex., radio range station; Daltart, Tex., nondirectional radio beacon to the Pueblo, Colo., radio range station.

§ 600.631 *Blue civil airway No. 31 (Burlington, Iowa, to Madison, Wis.)*. From the intersection of the west course of the Peoria, Ill., radio range and the south course of the Moline, Ill., radio range to the Moline, Ill., radio range station. From the intersection of the south course of the Madison, Wis., radio range and the northwest course of the Rockford, Ill., radio range to the Madison, Wis., radio range station.

§ 600.632 *Blue civil airway No. 32 (Anchorage, Alaska, to Talkeetna, Alaska)*. From the Anchorage, Alaska, radio range station via the intersection of the northwest course of the Anchorage, Alaska, radio range and the southeast course of the Skwentna, Alaska, radio range; Skwentna, Alaska, radio range station to the Talkeetna, Alaska, nondirectional radio beacon.

§ 600.633 *Blue civil airway No. 33 (Lansing, Mich., to Saginaw, Mich.)*. From the Lansing, Mich., radio range station to the Saginaw, Mich., nondirectional radio beacon.

§ 600.634 *Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.)*. From the Terre Haute, Ind., radio range station via the Chanute AFB, Rantoul, Ill., nondirectional radio beacon to the intersection of the east course of the Peoria, Ill., radio range and the southwest course of the Joliet, Ill., radio range.

§ 600.635 *Blue civil airway No. 36 (Akron, Colo., to Kimball, Nebr.)*. From the Akron, Colo., radio range station to the intersection of the north course of the Akron, Colo., radio range and the east course of the Cheyenne, Nebr., radio range.

§ 600.637 *Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.)*. From the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range via the Casper, Wyo., radio range station to the intersection of the southeast course of the Sheridan, Wyo., radio range and the west course of the Rapid City, S. Dak., radio range.

§ 600.638 *Blue civil airway No. 38 (Five Finger, Alaska, to United States-Canadian Border)*. That airspace over United States territory from the Five Finger, Alaska, USCG nondirectional radio beacon via the Gustavus, Alaska, radio range; Haines, Alaska, nondirectional radio beacon to the Whitehorse, Yukon Territory, radio range station.

§ 600.639 *Blue civil airway No. 39 (Savannah, Ga., to Elmira, N. Y.)*. From the Savannah, Ga., radio range station

via the intersection of the northwest course of the Savannah, Ga., radio range and the south course of the Augusta, Ga., radio range; Augusta, Ga., radio range station; the intersection of the north course of the Augusta, Ga., radio range and the south course of the Greenville, S. C., radio range to the Greenville, S. C., radio range station. From the Tri-City, Tenn., radio range station via the Paynesville, W. Va., non-directional radio beacon; the intersection of a line bearing 14° True from the Paynesville, W. Va., nondirectional radio beacon and the south course of the Charleston, W. Va., radio range to the Charleston, W. Va., radio range station. From the intersection of the southwest course of the Elmira, N. Y., radio range and the east course of the Phillipsburg, Pa., radio range to the Elmira, N. Y., radio range station.

§ 600.640 *Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.)*. From the Concord, N. H., radio range station via a point at 43°38' north latitude and 72°20' west longitude and a point at 44°12' north latitude and 72°34' west longitude to the Burlington, Vt., radio range station.

§ 600.641 *Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border)*. From the Hartford, Conn., radio range station via the intersection of the northwest course of the Hartford, Conn., radio range and the south course of the Westfield, Mass., radio range; Westfield, Mass., radio range station; the intersection of the north course of the Westfield, Mass., radio range and the southwest course of the Concord, N. H., radio range; Concord, N. H., radio range to the Portland, Maine, radio range station. From the Rockland, Maine, nondirectional radio beacon via the Bangor, Maine, radio range station to the intersection of the northeast course of the Bangor, Maine, radio range and the United States-Canadian Border.

§ 600.642 *Blue civil airway No. 42 (Goshen, Ind., to Saginaw, Mich.)*. From the intersection of the east course of the South Bend, Ind., radio range and the south course of the Battle Creek, Mich., radio range via the Battle Creek, Mich., radio range station; the intersection of the north course of the Battle Creek, Mich., radio range and the southeast course of the Grand Rapids, Mich., radio range; Grand Rapids, Mich., radio range station to the Saginaw, Mich., non-directional radio beacon.

§ 600.643 *Blue civil airway No. 43 (Healy, Alaska, to Fairbanks, Alaska)*. From the intersection of the north course of the Summit, Alaska, radio range and the southwest course of the Fairbanks, Alaska, radio range via the intersection of the north course of the Summit, Alaska, radio range and the southeast course of the Nenana, Alaska, radio range; Nenana, Alaska, radio range station to the Fairbanks, Alaska, radio range station.

§ 600.644 *Blue civil airway No. 44 (Indianapolis, Ind., to United States-Canadian Border)*. From the Indian-

apolis, Ind., radio range station via the intersection of the south course of the Goshen, Ind., radio range and the southwest course of the Fort Wayne, Ind., radio range; Fort Wayne, Ind., radio range station to the intersection of the northeast course of the Fort Wayne, Ind., radio range and the east course of the Goshen, Ind., radio range. From the intersection of the north course of the Toledo, Ohio, radio range and the southwest course of the Windsor, Ont., Canada, radio range to the intersection of the southwest course of the Windsor, Ont., Canada, radio range and the United States-Canadian Border.

§ 600.645 *Blue civil airway No. 45 (Greenfield, Mass., to Newport, Vt.)*. From the intersection of the north course of the Westfield, Mass., radio range and the southwest course of the Concord, N. H., radio range via the Keene, N. H., nondirectional radio beacon to the Lebanon, N. H., nondirectional radio beacon. From the Montpelier, Vt., radio range station via the intersection of the northeast course of the Montpelier, Vt., radio range and a line bearing 180° True from the Newport, Vt., nondirectional radio beacon to the Newport, Vt., nondirectional radio beacon excluding the portion which lies outside of the continental limits of the United States.

§ 600.646 *Blue civil airway No. 46 (Memphis, Tenn., to Paducah, Ky.)*. From the Memphis, Tenn., radio range station via the intersection of the north course of the Memphis, Tenn., radio range and a line bearing 230° True from the Dyersburg, Tenn., nondirectional radio beacon; Dyersburg, Tenn., nondirectional radio beacon to the Paducah, Ky., nondirectional radio beacon.

§ 600.647 *Blue civil airway No. 47 (Blackstone, Va., to Dunkirk, N. Y.)*. From the intersection of the northeast course of the Raleigh, N. C., radio range and the south course of the Blackstone, Va., radio range via the Blackstone, Va., radio range station to the Gordonsville, Va., radio range station. From the intersection of the southeast course of the Front Royal, Va., radio range and the southwest course of the Arcola, Va., radio range via the Front Royal, Va., radio range station; the intersection of the north course of the Front Royal, Va., radio range and the northwest course of the Washington, D. C., radio range; the intersection of the southeast course of the Pittsburgh, Pa., radio range and the south course of the Altoona, Pa., radio range; Altoona, Pa., radio range station; Philipsburg, Pa., radio range station; Bradford, Pa., nondirectional radio beacon to the Dunkirk, N. Y., nondirectional radio beacon.

§ 600.648 *Blue civil airway No. 48 (Marathon, Fla., to Miami, Fla.)*. From the Marathon, Fla., nondirectional radio beacon via the intersection of the northeast course of the Key West, Fla., radio range and the Southeast course of the Miami, Fla., radio range to the Miami, Fla., radio range station.

§ 600.649 *Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia,*

Pa.). From the intersection of the southeast course of the Philadelphia, Pa., radio range and a point at lat. 38°58'35", long. 74°54'30" via the intersection of the southeast course of the Philadelphia, Pa., radio range and the southeast course of the Millville, N. J., radio range; Millville, N. J., radio range station to the intersection of the northwest course of the Millville, N. J., radio range and the southwest course of the Philadelphia, Pa., radio range.

§ 600.651 *Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho)*. From the intersection of the east course of the Wendover, Utah, radio range and the south course of the Lucin, Utah, radio range via the Lucin, Utah, radio range station; the intersection of the north course of the Lucin, Utah, radio range and the southwest course of the Burley, Idaho, radio range; Burley, Idaho, radio range station; the intersection of the northeast course of the Burley, Idaho, radio range and the southwest course of the Pocatello, Idaho, radio range; Pocatello, Idaho, radio range station to the Dubois, Idaho, radio range station.

§ 600.653 *Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.)*. From the intersection of the southwest course of the Boston, Mass., radio range and the southeast course of the Hartford, Conn., radio range to the Hartford, Conn., radio range station.

§ 600.654 *Blue civil airway No. 54 (Evergreen, Calif., to Hamilton AFB, Calif.)*. From the Evergreen, Calif., nondirectional radio beacon to the San Francisco, Calif., radio range station. From the intersection of the northwest course of the Oakland, Calif., radio range and the southwest course of the Travis AFB, Calif., radio range to a point at lat. 38°02'45", long. 122°31'40".

§ 600.655 *Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.)*. From the Crestview, Fla., radio range station via the intersection of the north course of the Crestview, Fla., radio range and the southwest course of the Maxwell AFB, Ala., radio range to the Maxwell AFB, Ala., radio range station.

§ 600.656 *Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.)*. From the Weeksville, N. C. (Coast Guard), radio range station via the intersection of the northwest course of the Weeksville, N. C. (Coast Guard), radio range and the southwest course of the Norfolk, Va., VHF radio range to the Norfolk, Va., VHF radio range station. From the intersection of the northwest course of the Norfolk, Va., radio range and the south course of the Langley, Va. (AFB), radio range via the Langley, Va. (AFB), radio range station; the intersection of the north course of the Langley, Va. (AFB), radio range and the southeast course of the Andrews, Md., radio range to the Andrews, Md., radio range station, excluding that portion more than 3 miles east of the south and north courses of the Langley, Va. (AFB), radio range and the southeast course of the Andrews, Md., radio range, and excluding that portion more than 3 miles west of the southeast course of the

Andrews, Md., radio range and the north course of the Langley, Va. (AFB), radio range between the Andrews, Md., radio range station and a point 18 miles south of the intersection of the north course of the Langley, Va. (AFB), radio range and the southeast course of the Andrews, Md., radio range.

§ 600.657 *Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho)*. From the intersection of the northeast course of the Elko, Nev., radio range and the west course of the Lucin, Utah, radio range via the intersection of the northeast course of the Elko, Nev., radio range and the southwest course of the Burley, Idaho, radio range to the intersection of the southwest course of the Burley, Idaho, radio range and the north course of the Lucin, Utah, radio range.

§ 600.658 *Blue civil airway No. 58 (Hyannis, Mass., to Squantum, Mass.)*. From the Hyannis, Mass., nondirectional radio beacon via the intersection of a line bearing 346° True from the Hyannis, Mass., nondirectional radio beacon and the southeast course of the Squantum, Mass., radio range to the Squantum, Mass., radio range station.

§ 600.660 *Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.)*. From the Moffett NAS, Sunnyvale, Calif., radio range station to the intersection of the northeast course of the Moffett NAS, Calif., radio range and the west course of the Stockton, Calif., radio range.

§ 600.663 *Blue civil airway No. 63 (Concord, N. H., to Berlin, N. H.)*. From the Concord, N. H., radio range station via the Laconia, N. H., nondirectional radio beacon; North Conway, N. H., nondirectional radio beacon to the Berlin, N. H., nondirectional radio beacon.

§ 600.664 *Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.)*. From the Wink, Tex., radio range station to the Hobbs, N. Mex., radio range station.

§ 600.665 *Blue civil airway No. 65 (Shuyak, Alaska to Homer, Alaska)*. From the Shuyak, Alaska, nondirectional radio beacon via the intersection of the west course of the Homer, Alaska, radio range and the southwest course of the Kenai, Alaska, radio range to the Homer, Alaska, radio range station.

§ 600.666 *Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.)*. From the Bridgeport, Conn., radio range station to the intersection of the northwest course of the Bridgeport, Conn., radio range and the east course of the Poughkeepsie, N. Y., radio range.

§ 600.667 *Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.)*. From the Yuma, Ariz., radio range station via the Blythe, Calif., radio range station; Needles, Calif., radio range station to the intersection of the north course of the Needles, Calif., radio range and the southeast course of the Las Vegas, Nev., radio range.

§ 600.668 *Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.)*. From Midland, Tex., radio range station to the intersection of the northwest course of the Midland, Tex., radio range

and the east course of the Hobbs, N. Mex., radio range.

§ 600.669 *Blue civil airway No. 69 (St. Louis, Mo., to Quincy, Ill.)*. From the St. Louis, Mo., radio range station to the Quincy, Ill., nondirectional radio beacon.

§ 600.670 *Blue civil airway No. 70 (Waco, Tex., to Tulsa, Okla.)*. From the intersection of the northwest course of the Waco, Tex., radio range and the south course of the Fort Worth, Tex., radio range via the intersection of the northwest course of the Waco, Tex., radio range and a line bearing 255° True from the Dallas, Tex., nondirectional radio beacon; Mineral Wells, Tex., nondirectional radio beacon; Ardmore, Okla., nondirectional radio beacon to the Tulsa, Okla., radio range station.

§ 600.671 *Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash.)*. From the Toledo, Wash., radio range station via the Shelton, Wash., nondirectional radio beacon to the Seattle, Wash., radio range station.

§ 600.672 *Blue civil airway No. 72 (Enid, Okla., to Wichita, Kans.)*. From the Enid, Okla., Vance AFB nondirectional radio beacon to the intersection of a line bearing 31° True from the Vance AFB nondirectional radio beacon and the south course of the Wichita, Kans., radio range.

§ 600.675 *Blue civil airway No. 75 (Cleveland, Ohio, to United States-Canadian Border)*. That airspace over United States territory from the Cleveland, Ohio, radio range station to the London, Ontario, Canada, radio range station.

§ 600.676 *Blue civil airway No. 76 (Sinclair, Wyo., to Casper, Wyo.)*. From the Sinclair, Wyo., radio range station to the Casper, Wyo., radio range station.

§ 600.678 *Blue civil airway No. 78 (Spring Bay, Utah, to Malad City, Idaho)*. From a point located at Lat. 41°34'30", Long. 112°46'00" to the Malad City, Idaho, radio range station.

§ 600.679 *Blue civil airway No. 79 (Annette Island, Alaska, to United States-Canadian Border)*. That airspace over United States territory from the intersection of the south course of the Annette Island, Alaska, radio range and the United States-Canadian Border via the Annette Island, Alaska, radio range station; Petersburg, Alaska, radio range station; Haines, Alaska, nondirectional radio beacon to the Pon Lake, Y. T., Canada, nondirectional radio beacon.

§ 600.680 *Blue civil airway No. 80 (Unalakleet, Alaska, to Moses Point, Alaska)*. From the intersection of the northwest course of the Unalakleet, Alaska, radio range and the south course of the Moses Point, Alaska, radio range to the Moses Point, Alaska, radio range station.

§ 600.681 *Blue civil airway No. 81 (Charleston, W. Va., to Akron, Ohio)*. From the Charleston, W. Va., radio range station via the Zanesville, Ohio, nondirectional radio beacon; Akron, Ohio, radio range station to the inter-

section of the north course of the Akron, Ohio, radio range and the east course of the Cleveland, Ohio, range.

§ 600.684 *Blue civil airway No. 84 (Augusta, Maine, to Millinocket, Maine)*. From the Augusta, Maine, radio range station via the Rockland, Maine, nondirectional radio beacon; Bar Harbor, Maine, nondirectional radio beacon; Bangor, Maine, radio range station to the Millinocket, Maine, radio range station.

§ 600.685 *Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.)*. From the Hutchinson, Kans., radio range station to the intersection of the south course of the Hutchinson, Kans., radio range and the southwest course of the Wichita, Kans., radio range.

§ 600.686 *Blue civil airway No. 86 (Goshen, Ind., to Fort Wayne, Ind.)*. From the intersection of the east course of the Goshen, Ind., radio range and the northwest course of the Fort Wayne, Ind., radio range to the Fort Wayne, Ind., radio range station.

§ 600.687 *Blue civil airway No. 87 (Atlanta, Ga., to Detroit, Mich.)*. From the intersection of the south course of the Atlanta, Ga., NAS radio range and the northeast course of the Atlanta, Ga., radio range via the Atlanta NAS radio range station; the intersection of the north course of the Atlanta NAS radio range and the south course of the Knoxville, Tenn., radio range; Knoxville, Tenn., radio range station; Corbin, Ky., VHF VAR radio range station; the intersection of the north course of the Corbin, Ky., VHF VAR radio range and a line bearing 150° True from the Lexington, Ky., nondirectional radio beacon; Lexington, Ky., nondirectional radio beacon; Cincinnati, Ohio, radio range station; the intersection of the northeast course of the Cincinnati, Ohio, radio range and the south course of the Wright-Patterson AFB radio range; Wright-Patterson AFB, Dayton, Ohio, radio range station to the intersection of the north course of the Wright-Patterson AFB radio range and the west course of the Columbus, Ohio, radio range. From the Findlay, Ohio, nondirectional radio beacon via the Toledo, Ohio, radio range station to the intersection of the north course of the Toledo, Ohio, radio range and the west course of the Detroit, Mich., radio range.

SUBPART C—VOR CIVIL AIRWAYS

DOMESTIC VOR CIVIL AIRWAYS

§ 600.6001 *VOR civil airway No. 1 (Charleston, S. C., to New York, N. Y.)*. From the Charleston, S. C., omnirange station via the Myrtle Beach, S. C., omnirange station; Wilmington, N. C., omnirange station; point of intersection of the Wilmington omnirange 005° True and the New Bern, N. C., 297° True radials; Cofield, N. C., omnirange station; intersection of the Cofield omnirange 058° True radial and the Norfolk ILS localizer southwest course, Norfolk, Va., ILS localizer; to the point of intersection of the Norfolk ILS localizer northeast course and the Norfolk, Va., VAR north course. From the point of

intersection of the Norfolk, Va., VAR north course and the Norfolk, Va., Navy radio range east course via the intersection of the Norfolk VAR north course and the Salisbury omnirange 206° True radial; Salisbury, Md., omnirange station; point of intersection of Woodstown, N. J., omnirange 154° True and the Coyle omnirange 203° True radials; Coyle, N. J., omnirange station; Idlewild, N. Y., omnirange station; intersection of the Idlewild omnirange 359° True and the Wilton omnirange 214° True radials; to the Wilton, Conn., omnirange station. Those portions of this airway between the point of intersection of the Coyle, N. J., omnirange 203° True and the Woodstown, N. J., omnirange 106° True radials and the point of intersection of the Colts Neck, N. J., omnirange 073° True and the Coyle, N. J., omnirange 031° True radials lying more than 3 miles either side of the center line, and those portions in conflict with the Patuxent Restricted Area (R-43) and the Warren Grove Restricted Area (R-26), are excluded.

§ 600.6002 *VOR civil airway No. 2 (Seattle, Wash., to Boston, Mass.)*. From the Seattle, Wash., omnirange station via the Ellensburg, Wash., omnirange station, including a south alternate via the intersection of the Seattle omnirange 124° True and the Ellensburg omnirange 274° True radials; Ephrata, Wash., omnirange station; Spokane, Wash., omnirange station; Mullan Pass, Mont., omnirange station; Missoula, Mont., omnirange station; Drummond, Mont., omnirange station; Helena, Mont., omnirange station; intersection of the Helena omnirange 119° True and the Bozeman omnirange 338° True radials; Bozeman, Mont., omnirange station; intersection of the Bozeman omnirange 157° True and the Livingston omnirange 262° True radials; Livingston, Mont., omnirange station; Billings, Mont., omnirange station; Miles City, Mont., omnirange station, including a north alternate; Dickinson, N. Dak., omnirange station; Bismarck, N. Dak., omnirange station, including a north alternate; Jamestown, N. Dak., omnirange station, including a north alternate; Fargo, N. Dak., omnirange station, including a north alternate; Alexandria, Minn., omnirange station, including a north alternate; Minneapolis, Minn., omnirange station; La Crosse, Wis., omnirange station, including a north alternate; Lone Rock, Wis., including a north alternate; intersection of the Lone Rock omnirange 103° True and the Milwaukee omnirange 273° True radials; Milwaukee, Wis., omnirange station, including a north alternate from the Lone Rock omnirange station to the Milwaukee omnirange station via the intersection of the Lone Rock omnirange 088° True and the Milwaukee omnirange 288° True radials; Muskegon, Mich., omnirange station, including a south alternate via the intersection of the Milwaukee omnirange 111° True and the Muskegon omnirange 255° True radials; Lansing, Mich., omnirange station, including a south alternate via the Grand Rapids, Mich., ILS outer marker; to the Salem, Mich., omnirange station.

From the Buffalo, N. Y., omnirange station via the Rochester, N. Y., omnirange station; Syracuse, N. Y., omnirange station; Albany, N. Y., omnirange station, including a south alternate via the intersection of the Syracuse omnirange 117° True and the Albany omnirange 269° True radials; Gardner, Mass., omnirange station; intersection of the Gardner omnirange 098° True radial and the Boston-Bedford Airport ILS localizer front course; Boston-Bedford, Mass., Airport ILS localizer; intersection of the Boston-Bedford Airport ILS localizer back course and the Boston omnirange 014° True radial; to the Boston, Mass., omnirange station.

§ 600.6003 *VOR civil airway No. 3 (Key West, Fla., to Presque Isle, Maine)*. That airspace over the United States territory from the Key West, Fla., omnirange station via the Miami, Fla., omnirange station, excluding the portion which overlaps Airspace Warning Area (W-173); intersection of the Miami omnirange 060° True and the West Palm Beach omnirange 176° True radials; West Palm Beach, Fla., omnirange station; Vero Beach, Fla., omnirange station, including an east alternate from the West Palm Beach omnirange station to the Vero Beach omnirange station; Daytona Beach, Fla., omnirange station; Jacksonville, Fla., omnirange station, including an east alternate; Brunswick, Ga., omnirange station, including a west alternate via the intersection of the Jacksonville omnirange 304° True and the Brunswick omnirange 216° True radials; Savannah, Ga., omnirange station, including an east alternate from the Jacksonville omnirange station to the Savannah omnirange station via the intersection of the Jacksonville omnirange 026° True and the Savannah omnirange 180° True radials; Charleston, S. C., omnirange station, including a west alternate; Florence, S. C., omnirange station, including an east alternate; Lumberton, N. C., omnirange station; Raleigh, N. C., omnirange station, including a west alternate from the Florence omnirange station to the Raleigh omnirange station via the intersection of the Florence omnirange 008° True and the Raleigh omnirange 232° True radials; point of intersection of the Raleigh omnirange 008° True and the South Boston, Va., omnirange 081° True radials; Flat Rock, Va., omnirange station; Brooke, Va., omnirange station; to the Washington, D. C., terminal omnirange station. From the Riverdale, Md., nondirectional radio beacon via the Westminster, Md., omnirange station; point of intersection of the Westminster omnirange 056° True and the West Chester omnirange 253° True radials; West Chester, Pa., omnirange station; Caldwell, N. J., omnirange station; Wilton, Conn., omnirange station; Hartford, Conn., omnirange station; intersection of the Hartford omnirange 044° True and the Boston omnirange 257° True radials; Boston, Mass., omnirange station; Kennebunk, Maine, omnirange station; Augusta, Maine, omnirange station; Bangor, Maine, omnirange station; Houlton, Maine, omnirange sta-

tion; to the Presque Isle, Maine, omnirange station.

§ 600.6004 *VOR civil airway No. 4 (Seattle, Wash., to Washington, D. C.)*. From Seattle, Wash., omnirange station via the Yakima, Wash., omnirange station, including a south alternate from the Seattle omnirange station to the Yakima omnirange station via the point of intersection of the Seattle omnirange 163° True and the Olympia, Wash., omnirange 084° True radials; thence via the point of intersection of the Olympia omnirange 084° True and the Seattle omnirange 124° True radials; Pendleton, Oreg., omnirange station; Baker, Oreg., omnirange station; Boise, Idaho, omnirange station; intersection of the Boise omnirange 129° True and the Burley omnirange 292° True radials; Burley, Idaho, omnirange station; Malad City, Idaho, omnirange station; Rock Springs, Wyo., omnirange station; Cherokee, Wyo., omnirange station, including a north alternate; Laramie, Wyo., omnirange station; Denver, Colo., omnirange station, including a north alternate via the intersection of the Laramie omnirange 131° True and the Denver omnirange 016° True radials; Thurman, Colo., omnirange station; Goodland, Kans., including a north alternate via the intersection of the Thurman omnirange 085° True and the Goodland omnirange 304° True radials; Hill City, Kans., omnirange station, including a north alternate; Russell, Kans., omnirange station; Salina, Kans., omnirange station; Topeka, Kans., omnirange station, including a south alternate via the intersection of the Salina omnirange 095° True and the Topeka omnirange 236° True radials; Kansas City, Mo., omnirange station, including a north alternate; Columbia, Mo., omnirange station, including a north alternate from the Kansas City omnirange station to the Columbia omnirange station via the intersection of the Kansas City omnirange 077° True and the Columbia omnirange 292° True radials and also a south alternate from the Topeka omnirange station to the Columbia omnirange station via the point of intersection of the Topeka omnirange 099° True and the Blue Springs omnirange 268° True, the Blue Springs, Mo., omnirange station and the intersection of the Blue Springs omnirange 094° True and the Columbia omnirange 261° True radials; St. Louis, Mo., omnirange station, including a north and a south alternate; Troy, Ill., omnirange station; Centralia, Ill., omnirange station, including a south alternate from the St. Louis omnirange station to the Centralia omnirange station via the intersection of the St. Louis omnirange 128° True and the Centralia omnirange 279° True radials; Evansville, Ind., omnirange station, including a south alternate; the intersection of the Evansville omnirange 80° True and the Louisville omnirange 269° True radials; Louisville, Ky., omnirange station, including a north alternate from the Evansville omnirange station to the Louisville omnirange station; Lexington, Ky., omnirange station, including a south

alternate and also a north alternate via the intersection of the Louisville omnirange 083° True and the Lexington omnirange 294° True radials; Charleston, W. Va., omnirange station; Elkins, W. Va., omnirange station, including a south alternate via the intersection of the Charleston omnirange 081° True and the Elkins omnirange 227° True radials; Front Royal, Va., omnirange station; to the Herndon, Va., omnirange station. The portions of this airway which overlap the Yakima restricted area (R-247) and the Lake City restricted area (R-307) are excluded.

§ 600.6005 *VOR civil airway No. 5 (Jacksonville, Fla., to London, Ont.)*. That airspace over United States territory from the Jacksonville, Fla., omnirange station via the intersection of the Jacksonville omnirange 319° True and the Alma omnirange 148° True radials; Alma, Ga., omnirange station, including an east alternate and also a west alternate from the Jacksonville omnirange station to the Alma omnirange station; Macon, Ga., omnirange station; intersection of the Macon omnirange 330° True and the Chattanooga omnirange 152° True radials; Chattanooga, Tenn., omnirange station, including a west alternate from the Alma, Ga., omnirange station to the Chattanooga, Tenn., omnirange station via the intersection of the Alma omnirange 305° True and the Atlanta omnirange 151° True radials, the Atlanta, Ga., omnirange station and the intersection of the Atlanta omnirange 352° True and the Chattanooga omnirange 152° True radials; Nashville, Tenn., omnirange station; Bowling Green, Ky., omnirange station; intersection of the Bowling Green omnirange 048° True and the Louisville omnirange 189° True radials; Louisville, Ky., omnirange station, including an east alternate from the Bowling Green omnirange station to the Louisville omnirange station via the intersection of the Bowling Green omnirange 063° True and the Louisville omnirange 168° True radials; Cincinnati, Ohio, omnirange station, including an east alternate via the point of intersection of the Nabb, Ind., omnirange direct radial to the York, Ky., omnirange station with the Cincinnati omnirange 175° True radial; intersection of the Cincinnati omnirange 045° True and the Appleton omnirange 244° True radials; Appleton, Ohio, omnirange station; Mansfield, Ohio, omnirange station; Cleveland, Ohio, omnirange station; to the London, Ontario, omnirange station.

§ 600.6006 *VOR civil airway No. 6 (Oakland, Calif., to New York, N. Y.)*. From the intersection of the Oakland omnirange 217° True and the Salinas omnirange 319° True radials via the Oakland, Calif., omnirange station; Sacramento, Calif., omnirange station, including a south alternate via the intersection of the Oakland omnirange 078° True and the Sacramento omnirange 192° True radials; intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials; Reno, Nev., omnirange station, including a north alternate between the Sacramento, Calif., omnirange sta-

tion and the Reno, Nev., omnirange station via the intersection of the Sacramento omnirange 040° True and the Reno omnirange 268° True radials; Lovelock, Nev., omnirange station; Battle Mountain, Nev., omnirange station; Elko, Nev., omnirange station; Wells, Nev., omnirange station; Lucin, Utah, omnirange station; Ogden Utah, omnirange station; Fort Bridger, Wyo., omnirange station, including a north alternate via the intersection of the Ogden omnirange 052° True and the Fort Bridger omnirange 278° True radials; Rock Springs, Wyo., omnirange station, including a north alternate via the intersection of the Fort Bridger omnirange 064° True and the Rock Springs omnirange 284° True radials; Cherokee, Wyo., omnirange station, including a north alternate; Rock River, Wyo., omnirange station, including a north alternate; intersection of the Rock River omnirange 108° True and the Sidney omnirange 292° True radials; Sidney, Nebr., omnirange station; North Platte, Nebr., omnirange station, including a north alternate; Grand Island, Nebr., omnirange station, including a north alternate; Omaha, Nebr., omnirange station, including a north and a south alternate; Des Moines, Iowa, omnirange station, including a south alternate; Iowa City, Iowa, omnirange station, including a north alternate via the intersection of the Des Moines omnirange 071° True and the Iowa City omnirange 283° True radials and also a south alternate via the intersection of the Des Moines omnirange 112° True and the Iowa City omnirange 252° True radials; Moline, Ill., omnirange station including a south alternate via the intersection of the Iowa City omnirange 093° True and the Moline omnirange 230° True radials; Naperville, Ill., omnirange station; South Bend, Ind., omnirange station; intersection of the South Bend omnirange 092° True and the Waterville omnirange 288° True radials; Waterville, Ohio, omnirange station; Cleveland, Ohio, omnirange station; Youngstown, Ohio, omnirange station; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; point of intersection of the Selinsgrove omnirange 077° True and the Williamsport, Pa., omnirange 146° True radials; Allentown, Pa., omnirange station, to the point of intersection of the Allentown omnirange 103° True and the Newark, N. J. ILS localizer southwest course.

§ 600.6007 VOR civil airway No. 7 (Miami, Fla., to Green Bay, Wis.). From the Miami, Fla., omnirange station via the Fort Myers, Fla., omnirange station; Lakeland, Fla., omnirange station; Cross City, Fla., omnirange station, including a west alternate from the Fort Myers omnirange station to the Cross City omnirange station via the Tampa, Fla., omnirange station and the intersection of the Tampa omnirange 012° True and the Cross City omnirange 150° True radials and also an east alternate from the Cross City omnirange station via the Gainesville, Fla., omnirange station; Tallahassee, Fla., omnirange station; Marianna, Fla., omnirange station, including a west alternate from the

Cross City omnirange station to the Marianna omnirange station via the intersection of the Cross City omnirange 287° True and the Marianna omnirange 141° True radials; Dothan, Ala., terminal omnirange station; intersection of the Dothan terminal omnirange 336° True and the Montgomery omnirange 123° True radials; Montgomery, Ala., omnirange station; Birmingham, Ala., omnirange station, including a west alternate via the intersection of the Montgomery omnirange 326° True and the Birmingham omnirange 180° True radials; Muscle Shoals, Ala., omnirange station; Graham, Tenn., omnirange station, including an east alternate from the Birmingham omnirange station to the Graham omnirange station via the point of intersection of the Huntsville, Ala., omnirange 264° True and the Graham omnirange 158° True radials; Nashville, Tenn., omnirange station; intersection of the Nashville omnirange 343° True and the Evansville omnirange 145° True radials; Evansville, Ind., omnirange station; Terre Haute, Ind., omnirange station, including a west alternate; Lafayette, Ind., omnirange station, including a west alternate via the intersection of the Terre Haute omnirange 348° True and the Lafayette omnirange 213° True radials; Chicago Heights, Ill., omnirange station; intersection of the Chicago Heights omnirange 358° True and the Milwaukee omnirange 135° True radials; Milwaukee, Wis., omnirange station, including an east alternate via the intersection of the Chicago Heights omnirange 013° True and the Milwaukee omnirange 135° True radials; to the Green Bay, Wis., omnirange station. The portions of this airway above 19,000 feet above mean sea level, which lie within the Tyndall AFB Restricted Area (R-336) and the Tyndall AFB Warning Area (W-337), are excluded daily between sunset and sunrise.

§ 600.6008 VOR civil airway No. 8 (Long Beach, Calif., to Washington, D. C.). From the point of intersection of the Long Beach omnirange 266° True and the Los Angeles, Calif., omnirange 207° True radials via the Long Beach, Calif., omnirange station; Ontario, Calif., omnirange station; Daggett, Calif., omnirange station, including a north alternate from the Long Beach omnirange station to the Daggett omnirange station via the point of intersection of the Long Beach omnirange 024° True and the Los Angeles omnirange 057° True radials and the point of intersection of the Los Angeles omnirange 057° True and the Daggett omnirange 235° True radials; Las Vegas, Nev., omnirange station, including a south alternate via the intersection of the Daggett omnirange 062° True and the Las Vegas omnirange 212° True radials; Mormon Mesa, Nev., omnirange station; Bryce Canyon, Utah, omnirange station, including a south alternate; Hanksville, Utah, omnirange station, including a south alternate; Grand Junction, Colo., omnirange station, including a south alternate; Kremmling, Colo., omnirange station, including a south alternate; Denver, Colo., omnirange station, including a north alternate; Akron, Colo., omnirange station,

including a south alternate via the intersection of the Denver omnirange 101° True and the Akron omnirange 238° True radials; Imperial, Nebr., omnirange station, including a north alternate from the Denver omnirange station to the Imperial omnirange station via the intersection of the Denver omnirange 061° True and the Imperial omnirange 271° True radials and also a south alternate via the intersection of the Akron omnirange 090° True and the Imperial omnirange 236° True radials; Grand Island, Nebr., omnirange station, including a south alternate; Omaha, Nebr., omnirange station, including a north and a south alternate; Des Moines, Iowa, omnirange station, including a south alternate; Iowa City, Iowa, omnirange station, including a south alternate via the intersection of the Des Moines omnirange 112° True and the Iowa City omnirange 252° True radials; Moline, Ill., omnirange station, including a south alternate via the intersection of the Iowa City omnirange 093° True and the Moline omnirange 230° True radials; Naperville, Ill., omnirange station; intersection of the Naperville omnirange 090° True and the Chicago Heights omnirange 342° True radials; Chicago Heights, Ill., omnirange station; Goshen, Ind., omnirange station; Findlay, Ohio, omnirange station; Mansfield, Ohio, omnirange station; the intersection of the Mansfield omnirange 100° True and the Pittsburgh omnirange 291° True radials; Pittsburgh, Pa., omnirange station; Martinsburg, W. Va., omnirange station; to the Washington, D. C., terminal omnirange station.

§ 600.6009 VOR civil airway No. 9 (New Orleans, La., to Milwaukee, Wis.). From the New Orleans, La., omnirange station via the McComb, Miss., omnirange station, including a west alternate and also an east alternate from the New Orleans omnirange station to the McComb omnirange station via the Poyune, Miss., omnirange station; Jackson, Miss., omnirange station including a west alternate; Greenwood, Miss., omnirange station, including a west alternate; Memphis, Tenn., omnirange station, including an east alternate via the intersection of the Greenwood omnirange 027° True and the Memphis omnirange 160° True radials; intersection of the Memphis omnirange 345° True and the Malden omnirange 195° True radials; Malden, Mo., omnirange station, including an east alternate from the Memphis omnirange station to the Malden omnirange station via the direct radials; Farmington, Mo., omnirange station, including a west alternate; St. Louis, Mo., omnirange station, including a west alternate; Springfield, Ill., omnirange station, including a west alternate; Pontiac, Ill., omnirange station; Joliet, Ill., omnirange station; Naperville, Ill., omnirange station; point of intersection of the Janesville, Wis., omnirange 098° True and the Milwaukee omnirange 192° True radials; to the Milwaukee, Wis., omnirange station, including a west alternate via the intersection of the Naperville omnirange 317° True and the Milwaukee omnirange 207° True radials.

§ 600.6010 *VOR civil airway No. 10* (Pueblo, Colo., to New York, N. Y.). That airspace over United States territory from the Pueblo, Colo., omnirange station via the Lamar, Colo., omnirange station, including a north alternate; Garden City, Kans., omnirange station, including a north alternate via the intersection of the Lamar omnirange 084° True radial with the Garden City omnirange direct radial to the Hugo, Colo., omnirange station; Dodge City, Kans., omnirange station; Hutchinson, Kans., omnirange station, including a south alternate and also a north alternate via the intersection of the Dodge City omnirange 060° True and the Hutchinson omnirange 296° True radials; Emporia, Kans., omnirange station; Kansas City, Mo., omnirange station; Kirksville, Mo., omnirange station; Burlington, Iowa, omnirange station, including a south alternate; Bradford, Ill., omnirange station, including a north alternate; intersection of the Bradford omnirange 048° True and the Naperville omnirange 254° True radials; Naperville, Ill., omnirange station; South Bend, Ind., omnirange station, including a north alternate from the Naperville omnirange station to the South Bend omnirange station via the intersection of the Naperville omnirange 075° True and the South Bend omnirange 290° True radials; Litchfield, Mich., omnirange station; intersection of the Litchfield omnirange 098° True and the Carleton omnirange 264° True radials; Carleton, Mich., omnirange station; point of intersection of the Jefferson, Ohio, omnirange 279° True and the Youngstown omnirange 320° True radials; Youngstown, Ohio, omnirange station; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; point of intersection of the Wilkes-Barre-Scranton, Pa., omnirange 217° True and the Stroudsburg, Pa., omnirange 270° True radials; Stroudsburg, Pa., omnirange station; to the point of intersection of the Stroudsburg omnirange 114° True radial and the La Guardia (New York, N. Y.) Airport ILS localizer southwest course.

§ 600.6011 *VOR civil airway No. 11* (Memphis, Tenn., to Detroit, Mich.). From the Memphis, Tenn., omnirange station via the intersection of the Memphis omnirange 345° True and the Dyersburg omnirange 230° True radials; Dyersburg, Tenn., omnirange station, including an east alternate from the Memphis omnirange station to the Dyersburg omnirange station via the intersection of the Memphis omnirange 360° True and the Dyersburg omnirange 215° True radials; Paducah, Ky., omnirange station; intersection of the Paducah omnirange 039° True and the Evansville omnirange 227° True radials; Evansville, Ind., omnirange station; Scotland, Ind., omnirange station, including an east alternate via the intersection of the Evansville omnirange 049° True and the Scotland omnirange 188° True radials; Indianapolis, Ind., omnirange station, including an east alternate via the intersection of the Scotland omnirange 041° True and the Indianapolis omnirange 185° True radials, and a west alternate via the inter-

section of the Scotland omnirange 011° True and the Indianapolis omnirange 230° True radials; intersection of the Indianapolis omnirange 021° True and the Fort Wayne omnirange 226° True radials; Fort Wayne, Ind., omnirange station; intersection of the Fort Wayne omnirange 037° True and the Salem omnirange 227° True radials; to the Salem, Mich., omnirange station.

§ 600.6012 *VOR civil airway No. 12* (Santa Barbara, Calif., to Philadelphia, Pa.). From the Santa Barbara, Calif., omnirange station via the intersection of the Santa Barbara omnirange 091° True and the Fillmore omnirange 284° True radials; Fillmore, Calif., omnirange station; Palmdale, Calif., omnirange station; intersection of the Palmdale omnirange 082° True and the Daggett omnirange 257° True radials; Daggett, Calif., omnirange station; Needles, Calif., omnirange station, including a north alternate via the intersection of the Daggett omnirange 078° True and the Needles omnirange 289° True radials; intersection of the Needles omnirange 077° True and the Drake omnirange 274° True radials; Drake, Ariz., omnirange station; Winslow, Ariz., omnirange station, including a south alternate from the Needles omnirange station to the Winslow omnirange station via the Prescott, Ariz., omnirange station and the intersection of the Prescott omnirange 095° True and the Winslow omnirange 248° True radials; Zuni, N. Mex., omnirange station, including a north alternate via the intersection of the Winslow omnirange 076° True and the Zuni omnirange 287° True radials; Grants, N. Mex., omnirange station; Albuquerque, N. Mex., omnirange station, including a south alternate from the Zuni omnirange station to the Albuquerque omnirange station via the intersection of the Zuni omnirange 111° True and the Albuquerque omnirange 254° True radials; Otto, N. Mex., omnirange station; Anton Chico, N. Mex., omnirange station, including a south alternate from the Albuquerque omnirange station to the Anton Chico omnirange station via the intersection of the Albuquerque omnirange 103° True and the Anton Chico omnirange 249° True radials; Tucumcari, N. Mex., omnirange station, including a north alternate via the intersection of the Anton Chico omnirange 067° True and the Tucumcari omnirange 289° True radials; Amarillo, Tex., omnirange station, including a north alternate and also a south alternate via the point of intersection of the Texico, N. Mex., omnirange 021° True and the Amarillo omnirange 252° True radials; Gage, Oklahoma, omnirange station including a north alternate; Anthony, Kans., omnirange station; Wichita, Kans., omnirange station, including a north alternate from the Gage omnirange station to the Wichita omnirange station via the point of intersection of the Wichita omnirange 245° True radial with the Gage omnirange direct radial to the Hutchinson, Kans., omnirange station and also a south alternate from the Anthony omnirange station to the Wichita omnirange station via the intersection of the Anthony omnirange 060° True and

the Wichita omnirange 190° True radials; Emporia, Kans., omnirange station, including a north alternate via the point of intersection of the Wichita omnirange direct radial to the point of intersection of the Hutchinson, Kans., omnirange 062° True and the Topeka, Kans., omnirange 236° True radials with the Emporia omnirange direct radial to the Hutchinson, Kans., omnirange station; Kansas City, Mo., omnirange station; Columbia, Mo., omnirange station, including a north alternate via the intersection of the Kansas City omnirange 077° True and the Columbia omnirange 292° True radials; St. Louis, Mo., omnirange station, including a north and a south alternate; Vandalia, Ill., omnirange station; Terre Haute, Ind., omnirange station; Indianapolis, Ind., omnirange station, including a south alternate via the intersection of the Terre Haute omnirange 082° True and the Indianapolis omnirange 230° True radials; point of intersection of the Indianapolis omnirange 084° True and the Dayton omnirange 261° True radials; Dayton, Ohio, omnirange station, including a north alternate from the Indianapolis omnirange station to the Dayton omnirange station via the point of intersection of the Indianapolis omnirange 069° True and the Fort Wayne, Ind., omnirange 182° True radials; Appleton, Ohio, omnirange station, including a south alternate via the point of intersection of the Dayton omnirange 099° True and the Appleton omnirange 244° True radials; Wheeling, W. Va., omnirange station; Pittsburgh, Pa., omnirange station; Johnstown, Pa., omnirange station, including a north alternate via the intersection of the Pittsburgh omnirange 067° True and the Johnstown omnirange 290° True radials; Harrisburg, Pa., omnirange station, including a south alternate; West Chester, Pa., omnirange station; to the point of intersection of the West Chester omnirange direct radial to the Coyle, N. J., omnirange station and the Woodstown, N. J., omnirange 045° True radial.

§ 600.6013 *VOR civil airway No. 13* (Houston, Tex., to Duluth, Minn.). From the Houston, Tex., omnirange station via the Lufkin, Tex., omnirange station, including an east alternate via the intersection of the Houston omnirange 044° True and the Lufkin omnirange 178° True radials and also a west alternate via the intersection of the Houston omnirange 353° True and the Lufkin omnirange 223° True radials; Shreveport, La., omnirange station, including an east alternate; to the Texarkana, Ark., omnirange station, including a west alternate via the intersection of the Shreveport omnirange 275° True and the Texarkana omnirange 184° True radials. From the Fort Smith, Ark., omnirange station via the Fayetteville, Ark., omnirange station; Neosho, Mo., omnirange station; Butler, Mo., omnirange station, including a west alternate; Kansas City, Mo., omnirange station; Lamoni, Iowa, omnirange station including an east alternate via the intersection of the Kansas City omnirange 035° True and the Lamoni omnirange

175° True radials; Des Moines, Iowa, omnirange station, including an east and a west alternate; Mason City, Iowa, omnirange station, including an east alternate and also a west alternate from the Des Moines omnirange station to the Mason City omnirange station via the Fort Dodge, Iowa, omnirange station; Minneapolis, Minn., omnirange station, including a west alternate; Grantsburg, Wis., omnirange station to the Duluth, Minn., omnirange station.

§ 600.6014 VOR civil airway No. 14 (Roswell, N. Mex., to Boston, Mass.). That airspace over United States territory from the Roswell, N. Mex., omnirange station via the Lubbock, Tex., omnirange station, including a north alternate; via the intersection of the Roswell omnirange 063° True and the Lubbock omnirange 277° True radials; Childress, Tex., omnirange station; Hobart, Okla., omnirange station; Oklahoma City, Okla., omnirange station; Tulsa, Okla., omnirange station, including a north alternate via the intersection of the Oklahoma City omnirange 040° True and the Tulsa omnirange 260° True radials, and also a south alternate via the intersection of the Oklahoma City omnirange 107° True and the Tulsa omnirange 228° True radials; Neosho, Mo., omnirange station, including a north alternate and also a south alternate via the intersection of the Tulsa omnirange 088° True and the Neosho omnirange 223° True radials; Springfield, Mo., omnirange station, including a north alternate via the intersection of the Neosho omnirange 044° True and the Springfield omnirange 261° True radials and also a south alternate via the point of intersection of the Neosho omnirange 074° True radial with the Springfield omnirange direct radial to the Fayetteville, Ark., omnirange station; Vichy, Mo., omnirange station, including a north alternate; St. Louis, Mo., omnirange station, including a north alternate and also a south alternate via the intersection of the Vichy omnirange 069° True and the St. Louis omnirange 219° True radials; Vandalia, Ill., omnirange station; Terre Haute, Ind., omnirange station; Indianapolis, Ind., omnirange station, including a south alternate via the intersection of the Terre Haute omnirange 082° True and the Indianapolis omnirange 230° True radials; intersection of the Indianapolis omnirange 054° True and the Findlay omnirange 250° True radials; Findlay, Ohio, omnirange station; Cleveland, Ohio, omnirange station; Jefferson, Ohio, omnirange station; Erie, Pa., omnirange station, including a north alternate from the Cleveland omnirange station to the Erie omnirange station via the point of intersection of the Cleveland omnirange 049° True and the Carleton, Mich., omnirange direct radial to the Jefferson, Ohio, omnirange station; Buffalo, N. Y., omnirange station; Rochester, N. Y., omnirange station; Syracuse, N. Y., omnirange station; Albany, N. Y., omnirange station; Gardner, Mass., omnirange station; to the point of intersection of the Gardner omnirange 132° True and the Boston, Mass., omnirange 223° True radials.

§ 600.6015 VOR civil airway No. 15 (Galveston, Tex., to Minot, N. Dak.). From the Galveston, Tex., omnirange station via the Houston, Tex., omnirange station; intersection of the Houston omnirange 323° True and the College Station omnirange 124° True radials; College Station, Tex., omnirange station; Waco, Tex., omnirange station including an east alternate; Dallas, Tex., omnirange station, including an east alternate via the intersection of the Waco omnirange 036° True and the Dallas omnirange 178° True radials; intersection of the Dallas omnirange 357° True and the Ardmore omnirange 159° True radials; Ardmore, Okla., omnirange station, including a west alternate from the Dallas, Tex., omnirange station to the Ardmore omnirange station via the intersection of the Dallas omnirange 324° True and the Ardmore omnirange 176° True radials; Okmulgee, Okla., omnirange station, including an east alternate and also a west alternate via the point of intersection of the Oklahoma City, Okla., omnirange 107° True and the Tulsa, Okla., omnirange 228° True radials; point of intersection of the Tulsa, Okla., omnirange 088° True and the Neosho omnirange 223° True radials; to the Neosho, Mo., omnirange station. From the Kansas City, Mo., omnirange station via the St. Joseph, Mo., omnirange station, including an east alternate via the intersection of the Kansas City omnirange 020° True and the St. Joseph omnirange 132° True radials; Omaha, Nebr., omnirange station, including an east alternate; Sioux City, Iowa, omnirange station, including an east alternate and also a west alternate via the intersection of the Omaha omnirange 320° True and the Sioux City omnirange 175° True radials; intersection of the Sioux City omnirange 340° True and the Sioux Falls omnirange 169° True radials; Sioux Falls, S. Dak., omnirange station, including an east alternate; Huron, S. Dak., omnirange station, including a west alternate; Aberdeen, S. Dak., omnirange station, including a west alternate; Bismarck, N. Dak., omnirange station, including a west alternate; to the Minot, N. Dak., omnirange station.

§ 600.6016 VOR civil airway No. 16 (Los Angeles, Calif., to Boston, Mass.). That airspace over United States territory from the Los Angeles, Calif., omnirange station via the Ontario, Calif., omnirange station; intersection of the Ontario omnirange 091° True and the Blythe omnirange 288° True radials; Blythe, Calif., omnirange station; Hassayampa, Ariz., omnirange station, including a north alternate via the intersection of the Blythe omnirange 079° True and the Hassayampa omnirange 291° True radials; Phoenix, Ariz., omnirange station; to point of intersection of the Phoenix omnirange 161° True radial with the Casa Grande, Ariz., omnirange direct radial to the San Simon, Ariz., omnirange station; Tucson, Ariz., omnirange station; Cochise, Ariz., omnirange station including a south alternate via the intersection of the Tucson omnirange 121° True and the Cochise omnirange 257° True radials; Columbus, N. Mex., omnirange station;

El Paso, Tex., omnirange station including a north alternate; Salt Flat, Tex., omnirange station; Wink, Tex., omnirange station, including a north alternate; Midland, Tex., omnirange station; Big Spring, Tex., omnirange station, including a north alternate from the Wink omnirange station to the Big Spring omnirange station via the point of intersection of the Midland, Tex., omnirange 007° True and the Big Spring omnirange 260° True radials; Abilene, Tex., omnirange station, including a south alternate; Mineral Wells, Tex., omnirange station, including a north alternate and also a south alternate via the intersection of the Abilene omnirange 096° True and the Mineral Wells omnirange 247° True radials; Dallas, Tex., omnirange station, including a south alternate via the intersection of the Mineral Wells omnirange 096° True and the Dallas omnirange 242° True radials; Sulphur Springs, Tex., omnirange station including a north alternate from the Mineral Wells omnirange station to the Sulphur Springs omnirange station via the intersection of the Mineral Wells omnirange 066° True and the Sulphur Springs omnirange 272° True radials; Texarkana, Ark., omnirange station, including a north alternate; Pine Bluff, Ark., omnirange station, including a south alternate; Memphis, Tenn., omnirange station, including a south alternate via the intersection of the Pine Bluff omnirange 079° True and the Memphis omnirange 224° True radials; Jack's Creek, Tenn., omnirange station; Graham, Tenn., omnirange station, including a south alternate from the Memphis omnirange station to the Graham omnirange station via the intersection of the Memphis omnirange 081° True and the Graham omnirange 238° True radials; Nashville, Tenn., omnirange station; Crossville, Tenn., omnirange station, including a south alternate from the Graham omnirange station to the Crossville omnirange station via the intersection of the Graham omnirange 099° True and the Crossville omnirange 257° True radials; intersection of the Crossville omnirange 104° True and the Knoxville omnirange 249° True radials; Knoxville, Tenn., omnirange station; Tri-City, Tenn., omnirange station; Pulaski, Va., omnirange station, including a north alternate from the Knoxville omnirange station to the Pulaski omnirange station via the intersection of the Knoxville omnirange 054° True and the Pulaski omnirange 260° True radials; Montebello, Va., omnirange station; Gordonsville, Va., omnirange station; Andrews, Md., radio range station via the Gordonsville omnirange 056° True radial; a point at latitude 38°51'00" north longitude 76°30'00" west bearing 062° True from the Andrews, Md., radio range station; Kenton, Del., omnirange station via the Kenton omnirange 244° True radial; Coyle, N. J., omnirange station; point of intersection of the Colts Neck, N. J., omnirange 103° True and the Riverhead omnirange 222° True radials; Riverhead, N. Y., omnirange station; intersection of the Riverhead omnirange 042° True and the Norwich omnirange 224° True radials; Norwich, Conn., omni-

range station; to the Boston, Mass., omnirange station.

§ 600.6017 *VOR civil airway No. 17 (Laredo, Tex., to Goodland, Kans.)*. That airspace over United States territory from the Laredo, Tex., omnirange station via Cotulla, Tex., omnirange station; San Antonio, Tex., omnirange station; Austin, Tex., omnirange station, including a west alternate via the intersection of the San Antonio omnirange 002° True and the Austin omnirange 237° True radials; Waco, Tex., omnirange station, including an east alternate via the intersection of the Austin omnirange 044° True and the Waco omnirange 181° True radials; point of intersection of the Fort Worth, Tex. (Meacham Field), ILS localizer south course with the Britton, Tex., omnirange 264° True radial; Fort Worth, Tex., omnirange station, including a west alternate from the Waco omnirange station to the Fort Worth omnirange station via the point of intersection of the Waco omnirange 315° True with the Mineral Wells omnirange 198° True radials, and the Mineral Wells, Tex. omnirange station; Oklahoma City, Okla., omnirange station; Gage, Okla., omnirange station; Garden City, Kans., omnirange station; to the Goodland omnirange station, including a west alternate.

§ 600.6018 *VOR civil airway No. 18 (Dallas, Tex., to Charleston, S. C.)*. From the Dallas, Tex., omnirange station via the Quitman, Tex., omnirange station; Shreveport, La., omnirange station; Monroe, La., omnirange station, including a north alternate; Jackson, Miss., omnirange station, including a south alternate; Meridian, Miss., omnirange station, including a south alternate; intersection of the Meridian omnirange 057° True radial and the Birmingham ILS localizer southwest course; intersection of the Birmingham ILS localizer southwest course and the Anniston omnirange 265° True radial; Anniston, Ala., omnirange station, including a north alternate from the Meridian omnirange station to the Anniston omnirange station via the point of intersection of the Meridian omnirange 040° True and the Tuscaloosa omnirange 239° True radials, the Tuscaloosa, Ala., omnirange station and the Birmingham, Ala., omnirange station; intersection of the Anniston omnirange 84° True radial and the Atlanta Airport ILS localizer west course; Atlanta, Ga., Airport ILS localizer; intersection of the Atlanta Airport ILS localizer east course and the Augusta omnirange 278° True radial; Augusta, Ga., omnirange station, including a south alternate from the Anniston omnirange station to the Augusta omnirange station via the intersection of the Anniston omnirange 104° True and the Atlanta omnirange 262° True radials, the Atlanta, Ga., omnirange station and the intersection of the Atlanta omnirange 102° True and the Augusta omnirange 263° True radials; intersection of the Augusta omnirange 090° True and the Charleston omnirange 301° True radials; to the Charleston, S. C., omnirange station. The portions of this airway which conflict with the Fort McClellan Restricted Area (R-130) are excluded.

§ 600.6019 *VOR civil airway No. 19 (El Paso, Tex., to Great Falls, Mont.)*. That airspace over United States territory from the El Paso, Tex., omnirange station via the intersection of the El Paso omnirange 271° True and the Truth or Consequences omnirange 162° True radials; Truth or Consequences, N. Mex., omnirange station; the intersection of the Truth or Consequences, N. Mex., omnirange 21° True and the Albuquerque, N. Mex., omnirange 169° True radials; Albuquerque, N. Mex., omnirange station; intersection of the Albuquerque omnirange 025° True and the Santa Fe omnirange 253° True radials; Santa Fe, N. Mex., omnirange station; Las Vegas, N. Mex., omnirange station; Raton, N. Mex., omnirange station, including an east alternate; Pueblo, Colo., omnirange station; Kiowa, Colo., omnirange station, including an east alternate via the intersection of the Pueblo omnirange 018° True and the Kiowa omnirange 167° True radials; intersection of the Kiowa omnirange 005° True and the Cheyenne omnirange 110° True radials; Cheyenne, Wyo., omnirange station; Douglas, Wyo., omnirange station, including an east alternate; Caspar Wyo., omnirange station, including an east alternate; Crazy Woman, Wyo., omnirange station, including an east alternate via the intersection of the Caspar, Wyo., 007° True and the Crazy Woman omnirange 146° True radials; Sheridan, Wyo., omnirange station, including an east alternate; Billings, Mont., omnirange station, including an east alternate; intersection of the Billings omnirange 347° True and the Lewistown omnirange 104° True radials; Lewistown, Mont., omnirange station to the Great Falls, Mont., omnirange station. The portion of this civil airway above 20,000 feet above mean sea level which overlaps the White Sands restricted area, Area 2 (R-521), (published in Section 608.39 of this Chapter), shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 600.6020 *VOR civil airway No. 20 (Laredo, Tex., to Richmond, Va.)*. That airspace over United States territory from the Laredo, Tex., omnirange station via the Alice, Tex., omnirange station; Corpus Christi, Tex., omnirange station; Palacios, Tex., omnirange station; Houston, Tex., omnirange station, including a north alternate via the intersection of the Palacios omnirange 016° True and the Houston omnirange 255° True radials; Beaumont, Tex., omnirange station; including a north alternate via the intersection of the Houston omnirange 044° True and the Beaumont omnirange 273° True radials; Lake Charles, La., omnirange station, including a north alternate via the intersection of the Beaumont omnirange 060° True and the Lake Charles omnirange 271° True radials and also a south alternate from the Houston omnirange station to the Lake Charles omnirange station via the intersection of the Houston omnirange 090° True and the Lake Charles omnirange 241° True radials; Lafayette, La., omnirange station, including a north alternate via the intersection of the Lake Charles omnirange 058° True and the

Lafayette omnirange 287° True radials and also a south alternate via the intersection of the Lake Charles omnirange 119° True and the Lafayette omnirange 255° True radials; New Orleans, La., omnirange station, including a south alternate; intersection of the New Orleans omnirange 066° True and the Mobile omnirange 242° True radials; Mobile, Ala., omnirange station, including a north alternate from the New Orleans omnirange station to the Mobile omnirange station via the Picayune, Miss., omnirange station; Evergreen, Ala., omnirange station, including a north alternate via the intersection of the Mobile omnirange 015° True and the Evergreen omnirange 246° True radials; Montgomery, Ala., omnirange station; La Grange, Ga., omnirange station; Atlanta, Ga., omnirange station; intersection of the Atlanta omnirange 048° True and the Royston omnirange 236° True radials; Royston, Ga., omnirange station; Spartanburg, S. C., omnirange station, including a north alternate from the Atlanta omnirange station to the Spartanburg, S. C., omnirange station via the Norcross, Ga., omnirange station, and the intersection of the Norcross omnirange 054° True and the Spartanburg omnirange 249° True radials; Greensboro, N. C., omnirange station; South Boston, Va., omnirange station; to the Flat Rock, Va., omnirange station.

§ 600.6021 *VOR civil airway No. 21 (Long Beach, Calif., to United States-Canadian Border)*. From the point of intersection of the Long Beach omnirange 266° True and the Los Angeles, Calif., omnirange 207° True radials via the Long Beach, Calif., omnirange station; Ontario, Calif., omnirange station; Daggett, Calif., omnirange station; Las Vegas, Nev., omnirange station; Mormon Mesa, Nev., omnirange station, including an east alternate from the Las Vegas omnirange station to the Mormon Mesa omnirange station via the intersection of the Las Vegas omnirange 086° True and the Needles, Calif., omnirange direct radial to the Mormon Mesa omnirange station; Milford, Utah, omnirange station, including a west alternate; Delta, Utah, omnirange station, including a west alternate; Utah Lake, Utah, omnirange station, including a west alternate via the intersection of the Delta omnirange 004° True and the Utah Lake omnirange 219° True radials; Salt Lake City, Utah, omnirange station; Ogden, Utah, omnirange station; Malad City, Idaho, omnirange station; Pocatello, Idaho, omnirange station; intersection of the Pocatello omnirange 033° True and the Dubois 170° True radials; Dubois, Idaho, omnirange station; Dillon, Mont., omnirange station; Whitehall, Mont., omnirange station; Helena, Mont., omnirange station; intersection of the Helena omnirange 004° True and the Great Falls omnirange 222° True radials; Great Falls, Mont., omnirange station; Cut Bank, Mont., omnirange station, including an east alternate; to the United States-Canadian Border via the Cut Bank omnirange 347° True radial.

§ 600.6022 *VOR civil airway No. 22 (New Orleans, La., to Jacksonville, Fla.)*.

From the New Orleans, La., omnirange station via the Pensacola (Saufley Field), Fla., omnirange station; intersection of the Pensacola (Saufley Field) omnirange 039° True and the Crestview omnirange 260° True radials; Crestview, Fla., omnirange station; Marianna, Fla., omnirange station; Tallahassee, Fla., omnirange station; to the Jacksonville, Fla., omnirange station, including a north alternate from the Marianna omnirange station to the Jacksonville omnirange station via the point of intersection of the Marianna omnirange 094° True with the Albany, Ga., omnirange 152° True radials and the point of intersection of the Tallahassee omnirange 091° True with the Valdosta, Ga., omnirange 234° True radials. Those portions of this airway above 19,000 feet, above mean sea level, which lie within the Tyndall AFB restricted area (R-336), are excluded daily between sunset and sunrise. The portions of this airway, below 2000 feet above mean sea level, which lie within the Pensacola Caution Area (C-483) are excluded.

§ 600.6023 VOR civil airway No. 23 (San Diego, Calif., to Bellingham, Wash.). From the San Diego, Calif., omnirange station via the Oceanside, Calif., omnirange station; Long Beach, Calif., omnirange station; intersection of the Long Beach omnirange 287° True and the Los Angeles omnirange 123° True radials; Los Angeles, Calif., omnirange station; intersection of the Los Angeles omnirange 355° True and the Bakersfield omnirange 149° True radials; Bakersfield, Calif., omnirange station; Fresno, Calif., omnirange station, including an east alternate; Modesto, Calif., omnirange station, including an east alternate via the intersection of the Fresno omnirange 328° True and the Modesto omnirange 117° True radials; intersection of the Modesto omnirange 341° True and the Sacramento omnirange 138° True radials; Sacramento, Calif., omnirange station, including a west alternate from the Modesto omnirange station to the Sacramento omnirange station via the intersection of the Modesto omnirange 312° True and the Sacramento omnirange 154° True radials; intersection of the Sacramento omnirange 346° True and the Red Bluff omnirange 158° True radials; Red Bluff, Calif., omnirange station; Fort Jones, Calif., omnirange station; Medford, Oreg., omnirange station, including an east alternate via the intersection of the Fort Jones omnirange 042° True and the Medford omnirange 157° True radials; Eugene, Oreg., omnirange station, including an east alternate; Portland, Oreg., omnirange station, including an east alternate and also a west alternate via the intersection of the Eugene omnirange 341° True and the Newburg omnirange 204° True radials, the Newburg, Oreg., omnirange station, and the intersection of the Newburg omnirange 020° True and the Portland omnirange 247° True radials; intersection of the Portland omnirange 353° True and the Seattle omnirange 197° True radials, excluding the portion which overlaps the Fort Lewis restricted area (R-244); Seattle, Wash., omnirange station, including a

west alternate from the Portland omnirange station to the Seattle omnirange station via the intersection of the Portland omnirange 353° True and the Olympia omnirange 165° True radials, the Olympia, Wash., omnirange station and the point of intersection of the Olympia omnirange 337° True and the Seattle omnirange 247° True radials; intersection of the Seattle omnirange 359° True and the Bellingham omnirange 169° True radials; Bellingham, Wash., omnirange station; to the United States-Canadian Border via the Bellingham omnirange 304° True radials. The portion of this airway below 1,500 feet above mean sea level which overlaps the Fort Lewis restricted area (R-503) and the portion of this airway below 5,000 feet above mean sea level which overlaps the Fort Lewis restricted area (R-504) are excluded.

§ 600.6024 VOR civil airway No. 24 (Aberdeen, S. Dak., to Redwood Falls, Minn.). From the Aberdeen, S. Dak., omnirange station via the Watertown, S. Dak., omnirange station, including a north alternate; to the Redwood Falls, Minn., omnirange station, including a north alternate via the intersection of the Watertown omnirange 085° True and the Redwood Falls omnirange 305° True radials.

§ 600.6025 VOR civil airway No. 25 (Los Angeles, Calif., to Ellensburg, Wash.). From the Camarillo, Calif., MF radio range station via the Santa Barbara, Calif., omnirange station; Paso Robles, Calif., omnirange station; intersection of the Paso Robles omnirange 335° True and the Agnew omnirange 141° True radials; Agnew, Calif., omnirange station; intersection of the Agnew omnirange 304° True and the Point Reyes omnirange 155° True radials; Point Reyes, Calif., omnirange station; point of intersection of the Point Reyes omnirange 352° True and the Ukiah, Calif., omnirange 147° True radials; Red Bluff, Calif., omnirange station; intersection of the Red Bluff omnirange 018° True and the Klamath Falls omnirange 181° True radials; Klamath Falls, Oreg., omnirange station; Redmond, Oreg., omnirange station; The Dalles, Oreg., omnirange station; Yakima, Wash., omnirange station, including an east alternate via the intersection of The Dalles omnirange 032° True and the Yakima omnirange 183° True radials; intersection of the Yakima omnirange 304° True and the Ellensburg omnirange 191° True radials; to the Ellensburg, Wash., omnirange station, excluding the portions of this airway which overlap the Yakima restricted area (R-247).

§ 600.6026 VOR civil airway No. 26 (Cherokee, Wyo., to Cleveland, Ohio). That airspace over United States territory from the Cherokee, Wyo., omnirange station via the Casper, Wyo., omnirange station; Rapid City, S. Dak., omnirange station; Philip, S. Dak., omnirange station, including a north alternate via the intersection of the Rapid City omnirange 049° True and the Philip omnirange 282° True radials; Pierre, S. Dak., omnirange station, including a south alternate; Huron, S. Dak., omnirange station, including a south alternate; Redwood

Falls, Minn., omnirange station, including a south alternate; Minneapolis, Minn., omnirange station; Eau Claire, Wis., omnirange station, including a south alternate from the Redwood Falls omnirange station to the Eau Claire omnirange station via the point of intersection of the Redwood Falls omnirange 076° True and the Minneapolis omnirange 194° True radials; Eau Claire, Wis., omnirange station, including a south alternate; Wausau, Wis., omnirange station, including a south alternate; Green Bay, Wis., omnirange station, including a south alternate; White Cloud, Mich., omnirange station; including a north alternate; Lansing, Mich., omnirange station; Salem, Mich., omnirange station; point of intersection of the Carleton, Mich., omnirange direct radial to the Jefferson, Ohio, omnirange station and the Cleveland omnirange direct radial to the Windsor, Ontario, omnirange station; to the Cleveland, Ohio, omnirange station.

§ 600.6027 VOR civil airway No. 27 (Los Angeles, Calif., to Seattle, Wash.). From the Camarillo, Calif., MF radio range station via the Santa Barbara, Calif., omnirange station; Paso Robles, Calif., omnirange station, including a west alternate via the intersection of the Santa Barbara omnirange 304° True and the Paso Robles omnirange 169° True radials; intersection of the Paso Robles omnirange 335° True and the Salinas omnirange 134° True radials; Salinas, Calif., omnirange station, including a west alternate from the Paso Robles omnirange station to the Salinas omnirange station via the intersection of the Paso Robles omnirange 314° True and the Salinas omnirange 149° True radials, excluding the portion which conflicts with the Fort Ord restricted area (R-284) and also excluding the portion which conflicts with the Camp Roberts restricted area (R-415) during the hours of daylight; intersection of the Salinas omnirange 319° True and the Point Reyes omnirange 155° True radials; Point Reyes, Calif., omnirange station, including a west alternate from the Salinas omnirange station to the Point Reyes omnirange station via the intersection of the Salinas omnirange 300° True and the Point Reyes omnirange 155° True radials; intersection of the Point Reyes omnirange 352° True and the Ukiah omnirange 147° True radials; Ukiah, Calif., omnirange station; Fortuna, Calif., omnirange station; Crescent City, Calif., omnirange station; North Bend, Oreg., omnirange station; Newport, Oreg., omnirange station; Hoquiam, Wash., omnirange station; to the Seattle, Wash., omnirange station, excluding the portion above 14,500 feet above mean sea level which lies beneath, and which conflicts with, the Olympic restricted area (R-241).

§ 600.6028 VOR civil airway No. 28 (Oakland, Calif., to Reno, Nev.). From the Oakland, Calif., omnirange station via the Modesto, Calif., omnirange station; to the Reno, Nev., omnirange station.

§ 600.6029 VOR civil airway No. 29 (Salisbury, Md., to United States-Canada

dian Border). From the Chincoteague, Va., Navy LF radio range station via the Salisbury, Md., omnirange station; Kenton, Del., omnirange station; Woodstown, N. J., omnirange station; point of intersection of the Philadelphia, Pa., International Airport ILS localizer 256° True course and the West Chester omnirange 120° True radial; West Chester, Pa., omnirange station; Pottstown, Pa., omnirange station; Allentown, Pa., omnirange station; Scranton, Pa., omnirange station; Binghamton, N. Y., omnirange station; Syracuse, N. Y., omnirange station; Watertown, N. Y., omnirange station; the intersection of the Watertown omnirange 33° True and the Massena omnirange 241° True radials; Massena, N. Y., omnirange station to the United States-Canadian Border via the Massena omnirange 38° True radial. The portions of this airway which overlap the Chincoteague restricted area (R-45) are excluded.

§ 600.6030 VOR civil airway No. 30 (Milwaukee, Wis., to Nantucket, Mass.). From the Milwaukee, Wis., omnirange station via the Pullman, Mich., omnirange station, including a south alternate via the point of intersection of the Milwaukee omnirange 135° True and the Chicago Heights omnirange 358° True radials; Litchfield, Mich., omnirange station; Waterville, Ohio, omnirange station; intersection of the Waterville omnirange 111° True and the Wellington VAR west course; Wellington, Ohio, VAR station; intersection of the Wellington VAR east course and the Youngstown omnirange 250° True radial; Youngstown, Ohio, omnirange station; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; point of intersection of the Selinsgrove omnirange 104° True and the Allentown, Pa., omnirange 211° True radials; Colts Neck, N. J., omnirange station; to the point of intersection of the Colts Neck omnirange 078° True and the Idlewild, N. Y., omnirange 212° True radials. From the Idlewild, N. Y., omnirange station via the point of intersection of the Idlewild omnirange 083° True and the Nantucket omnirange 252° True radials to the Nantucket, Mass., omnirange station.

§ 600.6031 VOR civil airway No. 31 (Baltimore, Md., to Rochester, N. Y.). From the Baltimore, Md., omnirange station via the Harrisburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; Williamsport, Pa., omnirange station; Elmira, N. Y., omnirange station; intersection of the Elmira omnirange 354° True and the Rochester omnirange 130° True radials; to the Rochester, N. Y., omnirange station.

§ 600.6032 VOR civil airway No. 32 (Battle Mountain, Nev., to Fort Bridger, Wyo.). From the Battle Mountain, Nev., omnirange station via the Elko, Nev., omnirange station; Bonneville, Utah, omnirange station, including a north alternate from the Elko omnirange station to the Bonneville omnirange station via the Wells, Nev., omnirange station; Salt Lake City, Utah, omnirange station; to the Fort Bridger, Wyo., omnirange station.

§ 600.6033 VOR civil airway No. 33 (Baltimore, Md., to Buffalo, N. Y.). From the Baltimore, Md., omnirange station via the Harrisburg, Pa., omnirange station; Philipsburg, Pa., omnirange station; Bradford, Pa., omnirange station to the Buffalo, N. Y., omnirange station.

§ 600.6034 VOR civil airway No. 34 (Rochester, N. Y., to Wilton, Conn.). From the Rochester, N. Y., omnirange station via the Binghamton, N. Y., omnirange station; Wilton, Conn., omnirange station; to the point of intersection of the Wilton omnirange 090° True and the Norwich, Conn., omnirange 224° True radials. The portion of this airway below 6000 feet above mean sea level, within the West Point restricted area (R-93), is excluded daily from sunrise to sunset during the period from March 1 to November 1 each year.

§ 600.6035 VOR civil airway No. 35 (Miami, Fla., to Syracuse, N. Y.). From the Miami, Fla., omnirange station via the intersection of the Miami omnirange 276° True and the Fort Myers omnirange 142° True radials; Fort Myers, Fla., omnirange station; Tampa, Fla., omnirange station; Tallahassee, Fla., omnirange station; Albany, Ga., omnirange station; Macon, Ga., omnirange station; Athens, Ga., omnirange station; Royston, Ga., omnirange station; Asheville, N. C., omnirange station; Tri-City, Tenn., omnirange station; intersection of the Tri-City omnirange 012° True and the Charleston omnirange 185° True radials; Charleston, W. Va., omnirange station; Parkersburg, W. Va., omnirange station; intersection of Parkersburg omnirange 060° True and the Pittsburgh omnirange 223° True radials; to the Pittsburgh, Pa., omnirange station. From the Johnstown, Pa., omnirange station via the Tyrone, Pa., omnirange station; Philipsburg, Pa., omnirange station; Elmira, N. Y., omnirange station; to the Syracuse, N. Y., omnirange station, including an east alternate via the intersection of the Elmira omnirange 047° True and the Syracuse omnirange 177° True radials. The portion of this airway above 19,000 feet above mean sea level, which lies within the Tyndall AFB Restricted Area (R-336), is excluded daily between sunset and sunrise.

§ 600.6036 VOR civil airway No. 36 (Toronto, Ontario, to New York, N. Y.). That airspace over United States territory from the Toronto, Ont., omnirange station via the intersection of the Toronto omnirange 141° True and the Buffalo omnirange 312° True radials; Buffalo, N. Y., omnirange station, including a south alternate from the Toronto omnirange station to the Buffalo omnirange station via the intersection of the Toronto omnirange 172° True and the Buffalo omnirange 294° True radials; Elmira, N. Y., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; to the point of intersection of the Wilkes-Barre-Scranton omnirange 117° True and the Wilton, Conn., omnirange 240° True radials.

§ 600.6037 VOR civil airway No. 37 (Savannah, Ga., to Erie, Pa.). From the Savannah, Ga., omnirange station via

the Allendale, S. C., omnirange station; Columbia, S. C., omnirange station; Charlotte, N. C., omnirange station; Pulaski, Va., omnirange station; Elkins, W. Va., omnirange station; Morgantown, W. Va., omnirange station; Pittsburgh, Pa., omnirange station; to the Erie, Pa., omnirange station.

§ 600.6038 VOR civil airway No. 38 (Iowa City, Iowa, to Elkins, W. Va.). From the Iowa City, Iowa, omnirange station via the intersection of the Iowa City omnirange 093° True and the Joliet, Ill., omnirange 265° True radials; Joliet, Ill., omnirange station; Peotone, Ill., omnirange station; Fort Wayne, Ind., omnirange station; intersection of the Fort Wayne omnirange 099° True and the Findlay omnirange 276° True radials; Findlay, Ohio, omnirange station; Appleton, Ohio, omnirange station; Zanesville, Ohio, omnirange station; Parkersburg, W. Va., omnirange station; to the Elkins, W. Va., omnirange station.

§ 600.6039 VOR civil airway No. 39 (South Boston, Va., to Kennebunk, Maine). From the South Boston, Va., omnirange station via the Gordonsville, Va., omnirange station; Herndon, Va., omnirange station; Westminster, Md., omnirange station; point of intersection of the Allentown omnirange 228° True radial with the Harrisburg, Pa., omnirange direct radial to the West Chester, Pa., omnirange station; Allentown, Pa., omnirange station; Stroudsburg, Pa., omnirange station; Poughkeepsie, N. Y., omnirange station; point of intersection of the Chester, Mass., omnirange 131° True and the Poughkeepsie omnirange 058° True radials; Gardner, Mass., omnirange station; Concord, N. H., omnirange station; to the Kennebunk, Maine, omnirange station.

§ 600.6040 VOR civil airway No. 40 (Cleveland, Ohio, to Pittsburgh, Pa.). From the point of intersection of the Mansfield, Ohio, omnirange 345° True radial and the Wellington VAR west course via the Wellington, Ohio, VAR station; intersection of the Wellington VAR east course and the Cleveland omnirange 132° True radial; intersection of the Cleveland omnirange 132° True and the Pittsburgh omnirange 291° True radials; to the Pittsburgh, Pa., omnirange station.

§ 600.6041 VOR civil airway No. 41 (Pittsburgh, Pa., to Youngstown, Ohio). From the Pittsburgh, Pa., omnirange station via the intersection of the Pittsburgh omnirange 326° True and the Youngstown 180° True radials to the Youngstown, Ohio, omnirange station.

§ 600.6042 VOR civil airway No. 42 (Flint, Mich., to Washington, D. C.). That airspace over United States territory from the point of intersection of the Lansing, Mich., omnirange 068° True and the Salem, Mich., omnirange 342° True radials via the Windsor, Ont., omnirange station; Cleveland, Ohio, omnirange station; intersection of the Cleveland omnirange 116° True and the Pittsburgh omnirange 311° True radials; Pittsburgh, Pa., omnirange station; Johnstown, Pa., omnirange station; Martinsburg, W. Va.,

omnirange station; to the Washington, D. C., terminal omnirange station.

§ 600.6043 *VOR civil airway No. 43* (Columbus, Ohio, to Erie, Pa.). From the Appleton, Ohio, omnirange station via the Tiverton, Ohio, omnirange station; Youngstown, Ohio, omnirange station; to the Erie, Pa., omnirange station.

§ 600.6044 *VOR civil airway No. 44* (Centralia, Ill., to Baltimore, Md.). From the Centralia, Ill., omnirange station via the Nabb, Ind., omnirange station; York, Ky., omnirange station; Parkersburg, W. Va., omnirange station; Morgantown, W. Va., omnirange station; Martinsburg, W. Va., omnirange station; Baltimore, Md., omnirange station; to the point of intersection of the Baltimore omnirange 100° True and the Dover, Del., omnirange 244° True radials, except that that portion of this civil airway which overlaps the Aberdeen restricted area (R-54) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 600.6045 *VOR civil airway No. 45* (New Bern, N. C., to Saginaw, Mich.). From the New Bern, N. C., omnirange station via the point of intersection of the New Bern omnirange 297° True and the Wilmington, N. C., omnirange 005° True radials; Raleigh, N. C., omnirange station; Greensboro, N. C., omnirange station, including an east alternate via the intersection of the Raleigh omnirange 309° True and the Greensboro omnirange 051° True radials and a west alternate via the intersection of the Raleigh omnirange 249° True and the Greensboro omnirange 122° True radials; Pulaski, Va., omnirange station; to the Charleston, W. Va., omnirange station. From the Lexington, Ky., omnirange station via the York, Ky., omnirange station; Appleton, Ohio, omnirange station; to the Waterville, Ohio, omnirange station. From the point of intersection of the Litchfield, Mich., omnirange 081° True and the Lansing omnirange 159° True radials; Lansing, Mich., omnirange station; to the Saginaw, Mich., omnirange station. The airspace above 5,500 feet above mean sea level of that portion of this airway which lies beneath, and conflicts with, the Cherry Point Restricted Area (R-125) is excluded daily from sunset to sunrise. The portions of this airway which overlap the Wilmington Restricted Area (R-109) are excluded.

§ 600.6046 *VOR civil airway No. 46* (New York, N. Y., to Nantucket, Mass.). From the point of intersection of the Riverhead, N. Y., omnirange 262° True and the Wilton, Conn., omnirange 198° True radials via the Riverhead, N. Y., omnirange station; intersection of the Riverhead omnirange 085° True and the Nantucket omnirange 252° True radials to the Nantucket, Mass., omnirange station, including a south alternate from the Riverhead omnirange station to the Nantucket, Mass., omnirange station via the intersection of the Riverhead omnirange 109° True and the Nantucket omnirange 252° True radials. The portions of this airway and its associated south alternate below 7,950 feet above mean sea level which lie within the con-

finer of the Montauk Point Restricted Area (R-487) and the Montauk Point Warning Area (W-487) (published in § 608.40 of this Chapter) shall be used only after obtaining prior approval from the Civil Aeronautics Administration Air Traffic Control.

§ 600.6047 *VOR civil airway No. 47* (Louisville, Ky., to Detroit, Mich.). From the Louisville, Ky., omnirange station via the Nabb, Ind., omnirange station; Cincinnati, Ohio, omnirange station; Sidney, Ohio, omnirange station, including a west alternate from the Cincinnati omnirange station to the point of intersection of the Dayton, Ohio, Dayton Airport ILS localizer southwest course with the Sidney omnirange direct radial to the Cincinnati omnirange station via the point of intersection of the Cincinnati omnirange 004° True radial with the Dayton Airport ILS localizer southwest course; Findlay, Ohio, omnirange station; Waterville, Ohio, omnirange station; point of intersection of the Carleton, Mich., omnirange 264° True radial and the Detroit Willow Run Airport ILS localizer front course; Detroit, Mich., Willow Run Airport ILS localizer; to the point of intersection of the Detroit Willow Run Airport ILS localizer back course and the Salem, Mich., omnirange direct radial to the Windsor, Ontario, omnirange station.

§ 600.6048 *VOR civil airway No. 48* (Burlington, Iowa, to Pontiac, Ill.). From the Burlington, Iowa, omnirange station via the Peoria, Ill., omnirange station; to the Pontiac, Ill., omnirange station.

§ 600.6049 *VOR civil airway No. 49* (Dillon, Mont., to Great Falls, Mont.). From the Dillon, Mont., omnirange station via the Butte, Mont., omnirange station; intersection of the Butte omnirange 002° True and the Helena, Mont., omnirange 272° True radials; intersection of the Helena, Mont., omnirange 272° True and the Great Falls omnirange 222° True radials; to the Great Falls, Mont., omnirange station.

§ 600.6050 *VOR civil airway No. 50* (Kirkville, Mo., to Indianapolis, Ind.). From the Kirkville, Mo., omnirange station via the Quincy, Ill., omnirange station, including a south alternate via the intersection of the Kirkville omnirange 121° True and the Quincy omnirange 258° True radials; Springfield, Ill., omnirange station; Terre Haute, Ind., omnirange station; to the point of intersection of the Terre Haute omnirange 082° True radial and the Indianapolis, Ind., Wier Cook Airport ILS localizer 225° True course.

§ 600.6051 *VOR civil airway No. 51* (Miami, Fla., to Chicago, Ill.). From the Miami, Fla., omnirange station via the intersection of the Miami omnirange 338° True and the Vero Beach omnirange 192° True radials; Vero Beach, Fla., omnirange station; Daytona Beach, Fla., omnirange station; Jacksonville, Fla., omnirange station; intersection of the Jacksonville omnirange 319° True and the Alma omnirange 148° True radials; Alma, Ga., omnirange station, including an east and a west alternate from the

Jacksonville omnirange station to the Alma omnirange station; Macon, Ga., omnirange station; intersection of the Macon omnirange 330° True and the Chattanooga omnirange 152° True radials; Chattanooga, Tenn., omnirange station, including a west alternate from the Alma, Ga., omnirange station to the Chattanooga, Tenn., omnirange station via the intersection of the Alma omnirange 305° True and the Atlanta omnirange 151° True radials, the Atlanta, Ga., omnirange station and the intersection of the Atlanta omnirange 352° True and the Chattanooga omnirange 152° True radials; Crossville, Tenn., omnirange station, including an east alternate via the intersection of the Chattanooga omnirange 063° True and the Crossville omnirange 171° True radials; Louisville, Ky., omnirange station; Nabb, Ind., omnirange station; Shelbyville, Ind., omnirange station; Lafayette, Ind., omnirange station; Chicago Heights, Ill., omnirange station; to the point of intersection of the Chicago Heights, Ill., omnirange 342° True and the Naperville, Ill., omnirange 090° True radials. The portions of this airway which overlap the Sterling restricted area (R-169 and R-170) are excluded.

§ 600.6052 *VOR civil airway No. 52* (Des Moines, Iowa, to St. Louis, Mo.). From the Des Moines, Iowa, omnirange station via Ottumwa, Iowa, omnirange station, including a south alternate; Quincy, Ill., omnirange station, including a north alternate, to the St. Louis, Mo., omnirange, including a north alternate.

§ 600.6053 *VOR Civil airway No. 53* (Charleston, S. C., to Chicago, Ill.). From the Charleston, S. C., omnirange station via the Columbia, S. C., omnirange station; Spartanburg, S. C., omnirange station; Asheville, N. C., omnirange station; Tri-City, Tenn., omnirange station; Lexington, Ky., omnirange station; Louisville, Ky., omnirange station; intersection of the Louisville omnirange 333° True and the Indianapolis omnirange 170° True radials; Indianapolis, Ind., omnirange station; intersection of the Indianapolis omnirange 311° True and the Peotone omnirange 153° True radials; Peotone, Ill., omnirange station; to the point of intersection of the Peotone omnirange 003° True and the Joliet, Ill., omnirange 056° True radials.

§ 600.6054 *VOR civil airway No. 54* (Quitman, Tex., to Charlotte, N. C.). From the Quitman, Tex., omnirange station via the Texarkana, Ark., omnirange station; intersection of the Texarkana omnirange 052° True and the Little Rock omnirange 235° True radials; Little Rock, Ark., omnirange station, including a north alternate via the intersection of the Texarkana omnirange 033° True and the Little Rock omnirange 255° True radials; intersection of the Little Rock omnirange 077° True and the Memphis omnirange 261° True radials; Memphis, Tenn., omnirange station, including a north alternate from the Little Rock omnirange station to the Memphis omnirange station via the intersection of the Little Rock omnirange 062° True and the Memphis omnirange 276° True radials;

Muscle Shoals, Ala., omnirange station including a south alternate; Huntsville, Ala., omnirange station; Chattanooga, Tenn., omnirange station; Spartanburg, S. C., omnirange station; to the Charlotte, N. C., omnirange station.

§ 600.6055 *VOR civil airway No. 55 (Dayton, Ohio, to Green Bay, Wis.).* From the Dayton, Ohio, omnirange station via the Fort Wayne, Ind., omnirange station, including a west alternate via the point of intersection of the Fort Wayne omnirange 162° True with the Sidney, Ohio, omnirange 279° True radials; Goshen, Ind., omnirange station, including a west alternate via the point of intersection of the Goshen omnirange 163° True with the Fort Wayne omnirange direct radial to the Peotone, Ill., omnirange station; South Bend, Ind., omnirange station; Keeler, Mich., omnirange station; Pullman, Mich., omnirange station; Muskegon, Mich., omnirange station; intersection of the Muskegon omnirange 352° True and the Green Bay omnirange 118° True radials; to the Green Bay, Wis., omnirange station.

§ 600.6056 *VOR civil airway No. 56 (Montgomery, Ala., to Florence, S. C.).* From the Montgomery, Ala., omnirange station via the intersection of the Montgomery omnirange 049° True and the Columbus omnirange 266° True radials; Columbus, Ga., omnirange station; Macon, Ga., omnirange station; Augusta, Ga., omnirange station; Columbia, S. C., omnirange station; intersection of the Columbia omnirange 079° True and the Florence omnirange 246° True radials; to the Florence, S. C., omnirange station.

§ 600.6057 *VOR civil airway No. 57 (Evergreen, Ala., to Lexington, Ky.).* From the Evergreen, Ala., omnirange station via the intersection of the Evergreen omnirange 049° True and the Birmingham omnirange 180° True radials; Birmingham, Ala., omnirange station; Muscle Shoals, Ala., omnirange station; Graham, Tenn., omnirange station; Bowling Green, Ky., omnirange station; point of intersection of the Bowling Green omnirange 063° True and the Louisville, Ky., omnirange 168° True radials; to the Lexington, Ky., omnirange station.

§ 600.6058 *VOR civil airway No. 58 (Bergholz, Ohio, to Hartford, Conn.).* From the point of intersection of the Youngstown, Ohio, omnirange 195° True and the Wheeling, W. Va., omnirange 313° True radials via the Ellwood City, Pa., omnirange station; intersection of the Ellwood City omnirange 087° True and the Philipsburg omnirange 267° True radials; Philipsburg, Pa., omnirange station; Williamsport, Pa., omnirange station; intersection of the Williamsport omnirange 088° True and the Wilkes-Barre-Scranton omnirange 238° True radials; Wilkes-Barre-Scranton, Pa., omnirange station; Poughkeepsie, N. Y., omnirange station; Hartford, Conn., omnirange station; to the point of intersection of the Hartford omnirange 130° True and the River Head, N. Y., omnirange 042° True radials.

§ 600.6060 *VOR civil airway No. 60 (Albuquerque, N. Mex., to Lubbock,*

Tex.). From the Albuquerque, N. Mex., omnirange station via the Otto, N. Mex., omnirange station, including a south alternate; Las Vegas, N. Mex., omnirange station; Tucumcari, N. Mex., omnirange station; Texico, N. Mex., omnirange station; to the Lubbock, Tex., omnirange station.

§ 600.6061 *VOR civil airway No. 61 (Fort Worth, Tex., to Lawton, Okla.).* From the Fort Worth, Tex., omnirange station via the intersection of the Fort Worth omnirange 315° True and the Wichita Falls omnirange 139° True radials; Wichita Falls, Tex., omnirange station, to the Lawton, Okla., omnirange station.

§ 600.6062 *VOR civil airway No. 62 (Santa Fe, N. Mex., to Abilene, Tex.).* From the Santa Fe, N. Mex., omnirange station via the Anton Chico, N. Mex., omnirange station; Texico, N. Mex., omnirange station; Lubbock, Tex., omnirange station; intersection of the Lubbock omnirange 101° True and the Abilene omnirange 327° True radials; to the Abilene, Tex., omnirange station.

§ 600.6063 *VOR civil airway No. 63 (Waco, Tex., to Milwaukee, Wis.).* From the Waco, Tex., omnirange station via the point of intersection of the Waco omnirange 036° True and the Dallas, Tex., omnirange 133° True radials; to the Sulphur Springs, Tex., omnirange station. From the McAlester, Okla., omnirange station via the Fayetteville, Ark., omnirange station; Springfield, Mo., omnirange station; Columbia, Mo., omnirange station; Quincy, Ill., omnirange station; Burlington, Iowa, omnirange station; intersection of the Burlington omnirange 015° True and the Janesville omnirange 239° True radials; Janesville, Wis., omnirange station; to the Milwaukee, Wis., omnirange station.

§ 600.6064 *VOR civil airway No. 64 (Long Beach, Calif., to Blythe, Calif.).* From the Long Beach, Calif., omnirange station via the Thermal, Calif., omnirange station; to the Blythe, Calif., omnirange station.

§ 600.6065 *VOR civil airway No. 65 (Kansas City, Mo., to Lamoni, Iowa).* From the point of intersection of the Kansas City, Mo., omnirange 231° True and the St. Joseph, Mo., omnirange 178° True radials via the St. Joseph, Mo., omnirange station; to the Lamoni, Iowa, omnirange station.

§ 600.6066 *VOR civil airway No. 66 (San Diego, Calif., to Charlotte, N. C.).* That airspace over United States territory from the San Diego, Calif., omnirange station via the intersection of the San Diego omnirange 093° True and the El Centro omnirange 265° True radials; El Centro, Calif., omnirange station; Yuma, Ariz., omnirange station; intersection of the Yuma omnirange 87° True and the Gila Bend omnirange 261° True radials; Gila Bend, Ariz., omnirange station; Tucson, Ariz., omnirange station, including a north alternate from the Gila Bend omnirange station to the Tucson omnirange station via the Casa Grande, Ariz., omnirange station and the point of intersection of the Phoenix, Ariz., omnirange 161° True radial with

the Casa Grande omnirange direct radial to the San Simon, Ariz., omnirange station; Douglas, Ariz., omnirange station; the intersection of the Douglas 63° True and the Columbus, N. Mex., omnirange 277° True radials; Columbus, N. Mex., omnirange station; El Paso, Tex., omnirange station, including a north alternate; intersection of the El Paso omnirange 132° True and the Hudspeth omnirange 272° True radials; Hudspeth, Tex., omnirange station; Culberson, Tex., omnirange station; intersection of the Culberson omnirange 090° True and the Midland omnirange 242° True radials; Midland, Tex., omnirange station; point of intersection of the Midland omnirange 084° True and the Big Spring, Tex., omnirange 139° True radials; Abilene, Tex., omnirange station; intersection of the Abilene omnirange 066° True and the Fort Worth omnirange 248° True radials; Fort Worth, Tex., omnirange station; to the Sulphur Springs, Tex., omnirange station. From the Atlanta, Ga., omnirange station via the Athens, Ga., omnirange station; point of intersection of the Spartanburg, S. C., omnirange 148° True and the Charlotte omnirange 242° True radials; to the Charlotte, N. C., omnirange station.

§ 600.6067 *VOR civil airway No. 67 (Cedar Rapids, Iowa, to Rochester, Minn.).* From the Cedar Rapids, Iowa, omnirange station via the Waterloo, Iowa, omnirange station; Mason City, Iowa, omnirange station; to the Rochester, Minn., omnirange station, including a west alternate.

§ 600.6068 *VOR civil airway No. 68 (Albuquerque, N. Mex., to Brownsville, Tex.).* That airspace over United States territory from the Albuquerque, N. Mex., omnirange station via the intersection of the Albuquerque omnirange 120° True and the Corona omnirange 311° True radials; Corona, N. Mex., omnirange station, including a north alternate from the Albuquerque omnirange station to the Corona omnirange station via the intersection of the Albuquerque omnirange 103° True and the Corona omnirange 328° True radials and also a south alternate from the Albuquerque omnirange station via the intersection of the Albuquerque omnirange 169° True and the Corona omnirange 272° True radials; Roswell, N. Mex., omnirange station, including a north alternate via the intersection of the Corona omnirange 125° True and the Roswell omnirange 335° True radials; Hobbs, N. Mex., omnirange station; Midland, Tex., omnirange station, including a south alternate from the Hobbs omnirange station to the Midland omnirange station via the point of intersection of the Hobbs omnirange 147° True and the Wink, Tex., omnirange 066° True radials; San Angelo, Tex., omnirange station, including a south alternate via the intersection of the Midland omnirange 146° True and the San Angelo omnirange 278° True radials; Junction, Tex., omnirange station, including a south alternate via the intersection of the San Angelo omnirange 181° True and the Junction omnirange 310° True radials and also a north alternate via the intersection of the San

Angelo omnirange 112° True and the Junction omnirange 342° True radials; San Antonio, Tex., omnirange station; intersection of the San Antonio omnirange 167° True and the Corpus Christi omnirange 321° True radials; Corpus Christi, Tex., omnirange station; intersection of the Corpus Christi omnirange 236° True and the Alice, Tex., omnirange 171° True radials; intersection of the Alice omnirange 171° True and the Brownsville omnirange 339° True radials; to the Brownsville, Tex., omnirange station. The portions of this airway which conflict with the Corpus Christi Restricted Area (R-227) are excluded.

§ 600.6069 VOR civil airway No. 69 (Shreveport, La., to Chicago, Ill.). From the Shreveport, La., omnirange station via the intersection of the Shreveport omnirange 087° True and the El Dorado omnirange 217° True radials; El Dorado, Ark., omnirange station; intersection of the El Dorado omnirange 041° True and the Pine Bluff omnirange 210° True radials; Pine Bluff, Ark., omnirange station; point of intersection of the Little Rock, Ark., omnirange 062° True and the Memphis, Tenn., omnirange 276° True radials; Walnut Ridge, Ark., omnirange station; Farmington, Mo., omnirange station; intersection of the Farmington omnirange 351° True and the Troy omnirange 215° True radials; Troy, Ill., omnirange station; Springfield, Ill., omnirange station; Pontiac, Ill., omnirange station; Joliet, Ill., omnirange station; to the point of intersection of the Joliet omnirange 056° True and the Peotone, Ill., omnirange 003° True radials.

§ 600.6070 VOR civil airway No. 70 (Corpus Christi, Tex., to Evergreen, Ala.). From the Corpus Christi, Tex., omnirange station via the Palacios, Tex., omnirange station; Galveston, Tex., omnirange station; intersection of the Galveston omnirange 067° True and the Lake Charles omnirange 241° True radials; Lake Charles, La., omnirange station; Lafayette, La., omnirange station; Baton Rouge, La., omnirange station; Picayune, Miss., omnirange station; to the Evergreen, Ala., omnirange station.

§ 600.6071 VOR civil airway No. 71 (Pine Bluff, Ark., to Kansas City, Mo.). From the Pine Bluff, Ark., omnirange station via the intersection of the Pine Bluff omnirange 007° True and the Little Rock omnirange 141° True radials to the Little Rock, Ark., omnirange station. From the Flippin, Ark., omnirange station via the Springfield, Mo., omnirange station; Butler, Mo., omnirange station, including a west alternate via the intersection of the Springfield omnirange 301° True and the Butler omnirange 178° True radials; to the Kansas City, Mo., omnirange station.

§ 600.6072 VOR civil airway No. 72 (Troy, Ill., to Albany, N. Y.). From the Troy, Ill., omnirange station via the Vandalia, Ill., omnirange station; Lafayette, Ind., omnirange station; to the point of intersection of the Lafayette omnirange 089° True and the Fort Wayne, Ind., omnirange 226° True radials. From the Findlay, Ohio, omnirange station via the

Cleveland, Ohio, omnirange station; Youngstown, Ohio, omnirange station; point of intersection of the Fitzgerald, Pa., omnirange 304° True and the Bradford omnirange 260° True radials; Bradford, Pa., omnirange station; Elmira, N. Y., omnirange station; Binghamton, N. Y., omnirange station; Rockdale, N. Y., omnirange station; to the Albany, N. Y., omnirange station.

§ 600.6073 VOR civil airway No. 73 (Wichita, Kans., to Salina, Kans.). From the Wichita, Kans., omnirange station via the Hutchinson, Kans., omnirange station; intersection of the Hutchinson omnirange 025° True and the Salina omnirange 184° True radials; to the Salina, Kans., omnirange station.

§ 600.6074 VOR civil airway No. 74 (Hugo, Colo., to Little Rock, Ark.). From the Hugo, Colo., omnirange station via the Garden City, Kans., omnirange station; Dodge City, Kans., omnirange station; Anthony, Kans., omnirange station; Ponca City, Okla., omnirange station; Tulsa, Okla., omnirange station, including a south alternate via the intersection of the Ponca City omnirange 132° True and the Tulsa omnirange 260° True radials; Fort Smith, Ark., omnirange station, including a north alternate from the Tulsa omnirange station to the Fort Smith omnirange station via the point of intersection of the Tulsa omnirange 088° True and the Neosho, Mo., omnirange 223° True radials and also a south alternate from the Tulsa omnirange station to the Fort Smith omnirange station via the Okmulgee, Okla., omnirange station; intersection of the Fort Smith omnirange 098° True and the Little Rock omnirange 302° True radials; to the Little Rock, Ark., omnirange station.

§ 600.6075 VOR civil airway No. 75 (Petersburg, W. Va., to Cleveland, Ohio). From the point of intersection of the Morgantown, W. Va., omnirange 134° True and the Elkins, W. Va., omnirange 083° True radials via the Morgantown, W. Va., omnirange station; Wheeling, W. Va., omnirange station; to the Cleveland, Ohio, omnirange station.

§ 600.6076 VOR civil airway No. 76 (Lubbock, Tex., to Galveston, Tex.). From the Lubbock, Tex., omnirange station via the Big Spring, Tex., omnirange station; San Angelo, Tex., omnirange station, including a north alternate via the point of intersection of the Big Spring omnirange 124° True and the San Angelo omnirange 024° True radials; Austin, Tex., omnirange station; Houston, Tex., omnirange station; to the Galveston, Tex., omnirange station.

§ 600.6077 VOR civil airway No. 77 (Cotulla, Tex., to Des Moines, Iowa). From the Cotulla, Tex., omnirange station via the Junction, Tex., omnirange station; San Angelo, Tex., omnirange station; Abilene, Tex., omnirange station, including an east alternate via the intersection of the San Angelo omnirange 072° True and the Abilene omnirange 181° True radials; Wichita Falls, Tex., omnirange station, including an east alternate; intersection of the Wichita Falls omnirange 028° True and the

Oklahoma City omnirange 202° True radials; Oklahoma City, Okla., omnirange station including an east alternate from the Wichita Falls omnirange station to the Oklahoma City omnirange station via the intersection of the Wichita Falls omnirange 043° True and the Oklahoma City omnirange 180° True radials excluding those portions of this airway which overlap the Fort Sill restricted area (R-208); Ponca City, Okla., omnirange station; intersection of the Ponca City omnirange 327° True and the Wichita omnirange 226° True radials; Wichita, Kans., omnirange station; point of intersection of the Hutchinson, Kans., omnirange 062° True and the Topeka omnirange 236° True radials; Topeka, Kans., omnirange station; St. Joseph, Mo., omnirange station; Lamoni, Iowa, omnirange station; to the Des Moines, Iowa, omnirange station.

§ 600.6078 VOR civil airway No. 78 (Huron, S. Dak., to Minneapolis, Minn.). From the Huron, S. Dak., omnirange station via the Watertown, S. Dak., omnirange station, including a south alternate; to the Minneapolis, Minn., omnirange station.

§ 600.6079 VOR civil airway No. 79 (Fort Stockton, Tex., to Lubbock, Tex.). From the Fort Stockton, Tex., omnirange station via the Wink, Tex., omnirange station; Hobbs, N. Mex., omnirange station; to the Lubbock, Tex., omnirange station.

§ 600.6080 VOR civil airway No. 80 (Sioux Falls, S. Dak., to Redwood Falls, Minn.). From the Sioux Falls, S. Dak., omnirange station to the Redwood Falls, Minn., omnirange station, including a south alternate.

§ 600.6081 VOR civil airway No. 81 (Midland, Tex., to Salt Lake City, Utah). From the Midland, Tex., omnirange station via the Lubbock, Tex., omnirange station; Amarillo, Tex., omnirange station, including an east alternate; Dalhart, Tex., omnirange station, including an east alternate; to the Pueblo, Colo., omnirange station. From the Grand Junction, Colo., omnirange station via the Myton, Utah, omnirange station; to the Salt Lake City, Utah, omnirange station.

§ 600.6082 VOR civil airway No. 82 (Minneapolis, Minn., to La Crosse, Wis.). From the Minneapolis, Minn., omnirange station via the Rochester, Minn., omnirange station, including a south alternate via the intersection of the Minneapolis omnirange 179° True and the Rochester omnirange 318° True radials; to the La Crosse, Wis., omnirange station, including a south alternate.

§ 600.6083 VOR civil airway No. 83 (Carlsbad, N. Mex., to Pueblo, Colo.). From the Carlsbad, N. Mex., omnirange station, via the Roswell, N. Mex., omnirange station; Corona, N. Mex., omnirange station, including an east alternate via the intersection of the Roswell omnirange 335° True and the Corona omnirange 125° True radials; Otto, N. Mex., omnirange station; Santa Fe, N. Mex., omnirange station; intersection of the Santa Fe omnirange 010° True and the Alamosa omnirange 183° True radials;

Alamosa, Colo., omnirange station; to the Pueblo, Colo., omnirange station.

§ 600.6084 *VOR civil airway No. 84 (Shabbona, Ill., to Buffalo, N. Y.)*. That airspace over United States territory from the point of intersection of the Moline, Ill., omnirange 088° True and the Northbrook omnirange 238° True radials via the Northbrook, Ill., omnirange station; Pullman, Mich., omnirange station; Lansing, Mich., omnirange station; Selfridge, Mich., omnirange station; London, Ont., omnirange station; to the Buffalo, N. Y., omnirange station.

§ 600.6085 *VOR civil airway No. 85 (Rock River, Wyo., to Casper, Wyo.)*. From the Rock River, Wyo., omnirange station to the Casper, Wyo., omnirange station, including a west alternate via the intersection of the Rock River omnirange 336° True and the Casper omnirange 216° True radials.

§ 600.6086 *VOR civil airway No. 86 (Butte, Mont., to Bozeman, Mont.)*. From the Butte, Mont., omnirange station via the Whitehall, Mont., omnirange station to the Bozeman, Mont., omnirange station.

§ 600.6087 *VOR civil airway No. 87 (Gila Bend, Ariz., to Hassayampa, Ariz.)*. From the Gila Bend, Ariz., omnirange station to the Hassayampa, Ariz., omnirange station.

§ 600.6088 *VOR civil airway No. 88 (Tulsa, Okla., to Vichy, Mo.)*. From the Tulsa, Okla., omnirange station via the intersection of the Tulsa omnirange 044° True and the Springfield omnirange 261° True radials; Springfield, Mo., omnirange station; Vichy, Mo., omnirange station; to the point of intersection of the Vichy omnirange 084° True and the St. Louis, Mo., omnirange 170° True radials.

§ 600.6089 *VOR civil airway No. 89 (Denver, Colo., to Rapid City, S. Dak.)*. From the Denver, Colo., omnirange station via the Cheyenne, Wyo., omnirange station, including an east alternate via the intersection of the Denver omnirange 016° True and the Cheyenne omnirange 131° True radials; Chadron, Nebr., omnirange station, including an east alternate via the intersection of the Cheyenne omnirange 054° True and the Chadron omnirange 197° True radials; to the Rapid City, S. Dak., omnirange station, including an east alternate. The portion of this which overlaps the Scenic restricted area (R-190) is excluded.

§ 600.6090 *VOR civil airway No. 90 (Litchfield, Mich., to Windsor, Ontario)*. That airspace over United States territory from the Litchfield, Mich., omnirange station to the Windsor, Ontario, omnirange station.

§ 600.6091 *VOR civil airway No. 91 (New York, N. Y., to Montreal, Quebec)*. That airspace over U. S. territory from the Idlewild, N. Y., omnirange station via the point of intersection of the Idlewild omnirange 042° True and the Wilton omnirange 185° True radials; Wilton, Conn., omnirange station; Poughkeepsie, N. Y., omnirange station; Albany, N. Y., omnirange station, including an east alternate via the intersection of the

Poughkeepsie omnirange 007° True and the Albany omnirange 140° True radials and also a west alternate; Plattsburg, N. Y., omnirange station; to the Montreal, Quebec, omnirange station.

§ 600.6092 *VOR civil airway No. 92 (Chicago, Ill., to Washington, D. C.)*. From the Joliet, Ill., omnirange station via the Chicago Heights, Ill., omnirange station; Goshen, Ind., omnirange station; Waterville, Ohio, omnirange station; Mansfield, Ohio, omnirange station; point of intersection of the Pittsburgh, Pa., omnirange 291° True and the Youngstown, Ohio, omnirange 195° True radials; Wheeling, W. Va., omnirange station; Grantsville, Md., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° True and the Washington terminal omnirange 245° True radials; to the Washington, D. C., terminal omnirange station.

§ 600.6093 *VOR civil airway No. 93 (Baltimore, Md., to Presque Isle, Maine)*. That airspace over United States territory from the Baltimore, Md., omnirange station via the intersection of the Baltimore omnirange 015° True and the Allentown omnirange 228° True radials; to the Allentown, Pa., omnirange station. From the Poughkeepsie, N. Y., omnirange station via the Chester, Mass., omnirange station; point of intersection of the Albany, N. Y., omnirange 099° True and the Concord omnirange 231° True radials; Concord, N. H., omnirange station; intersection of the Concord omnirange 041° True and the Augusta omnirange 239° True radials; Augusta, Maine, omnirange station; Bangor, Maine, omnirange station; Princeton, Maine, omnirange station; Houlton, Maine, omnirange station; to the Presque Isle, Maine, omnirange station. The portions of this airway which overlap the Washington, D. C., prohibited area (P-56) are excluded.

§ 600.6094 *VOR civil airway No. 94 (Casa Grande, Ariz., to Longview, Tex.)*. From the Casa Grande, Ariz., omnirange station via the San Simon, Ariz., omnirange station; the point of intersection of the San Simon omnirange 089° True and the El Paso, Tex., omnirange 293° True radials; point of intersection of the El Paso omnirange 293° True and the Newman omnirange 272° True radials; Newman, Tex., omnirange station; intersection of the Newman omnirange 091° True and the Salt Flat omnirange 312° True radials; Salt Flat, Tex., omnirange station; Carlsbad, N. Mex., omnirange station; to the Hobbs, N. Mex., omnirange station. From the Abilene, Tex., omnirange station via the intersection of the Abilene omnirange 096° True and the Britton omnirange 264° True radials; Britton, Tex., omnirange station; to the Gregg County, Tex., omnirange station. The portions of this airway which overlap the White Sands Restricted Area (R-209) and the McGregor Restricted Area (R-211) are excluded.

§ 600.6095 *VOR civil airway No. 95 (Phoenix, Ariz., to Winslow, Ariz.)*. From the Phoenix, Ariz., omnirange station to the Winslow, Ariz., omnirange station.

§ 600.6096 *VOR civil airway No. 96 (Lafayette, Ind., to Toledo, Ohio)*. From the Lafayette, Ind., omnirange station via the intersection of the Lafayette omnirange 089° True and the Fort Wayne omnirange 226° True radials; Fort Wayne, Ind., omnirange station; to the Waterville, Ohio, omnirange station.

§ 600.6097 *VOR civil airway No. 97 (Miami, Fla., to Minneapolis, Minn.)*. From the Miami, Fla., omnirange station via the La Belle, Fla., omnirange station; Tampa, Fla., omnirange station; Tallahassee, Fla., omnirange station, including an east alternate from the Tampa omnirange station to the Tallahassee omnirange station via the Cross City, Fla., omnirange station; Albany, Ga., omnirange station; Atlanta, Ga., omnirange station; Knoxville, Tenn., omnirange station, including an east alternate from the Atlanta omnirange station to the Knoxville omnirange station via the Norcross, Ga., omnirange station and the intersection of the Norcross omnirange 014° True and the Knoxville omnirange 175° True radials; Lexington, Ky., omnirange station; intersection of the Lexington omnirange 347° True and the Cincinnati omnirange 175° True radials; Cincinnati, Ohio, omnirange station; Shelbyville, Ind., omnirange station, including an east alternate via the intersection of the Cincinnati omnirange 321° True and the Shelbyville omnirange 110° True radials and also a west alternate via the intersection of the Cincinnati omnirange 290° True and the Shelbyville omnirange 172° True radials; Lafayette, Ind., omnirange station, including a west alternate from the Shelbyville omnirange station to the Lafayette omnirange station via the Indianapolis, Ind., omnirange station and the intersection of the Indianapolis omnirange 344° True and the Lafayette omnirange 133° True radials; to the Chicago Heights, Ill., omnirange station. From the point of intersection of the Janesville omnirange 098° True and the Milwaukee, Wis., omnirange 192° True radials via the Janesville, Wis., omnirange station; intersection of the Janesville omnirange 294° True and the Lone Rock omnirange 147° True radials; Lone Rock, Wis., omnirange station; La Crosse, Wis., omnirange station; intersection of the La Crosse omnirange 311° True radial and the Minneapolis-St. Paul International Airport ILS 121° True localizer course; to the Minneapolis-St. Paul, Minn., International Airport ILS localizer. The portions of this airway above 19,000 feet above mean sea level, which lie within the Tyndall AFB restricted area (R-336) and the Tyndall AFB warning area (W-337) are excluded daily between sunset and sunrise.

§ 600.6098 *VOR civil airway No. 98 (Fort Wayne, Ind., to Montreal, Quebec)*. That airspace over United States territory from the Fort Wayne, Ind., omnirange station via the Carleton, Mich., omnirange station; Windsor, Ontario, omnirange station; London, Ontario, omnirange station; Toronto, Ontario, omnirange station; Stirling, Ontario, omnirange station; Massena, N. Y., omnirange station; to the Montreal, Quebec, omnirange station.

§ 600.6099 VOR civil airway No. 99 (Newport, Oreg., to Vancouver, British Columbia). That airspace over United States territory from the Newport, Oreg., omnirange station via the intersection of the Newport omnirange 023° True and the Newberg omnirange 251° True radials; Newberg, Oreg., omnirange station; intersection of the Newberg omnirange 355° True and the Olympia omnirange 195° True radials; Olympia, Wash., omnirange station; point of intersection of the Seattle, Wash., omnirange 359° True and the Bellingham omnirange 169° True radials; Bellingham, Wash., omnirange station; to the Vancouver, British Columbia, radio range station, excluding the portion of this airway, below 14,000 feet above mean sea level, which overlaps the Fort Lewis restricted area (R-505).

§ 600.6100 VOR civil airway No. 100 (North Platte, Nebr., to Detroit, Mich.). From the North Platte, Nebr., omnirange station via the Sioux City, Iowa, omnirange station; Fort Dodge, Iowa, omnirange station; Waterloo, Iowa, omnirange station; Dubuque, Iowa, omnirange station; Rockford, Ill., omnirange station; Northbrook, Ill., omnirange station; intersection of the Northbrook omnirange 093° True and the Keeler omnirange 271° True radials; Keeler, Mich., omnirange station; point of intersection of the Litchfield, Mich., omnirange 050° True and the Salem omnirange 257° True radials; to the Salem, Mich., omnirange station. The portion of this airway below 1900 feet above mean sea level which overlaps the Savanna restricted area (R-498) is excluded.

§ 600.6101 VOR civil airway No. 101 (Ogden, Utah, to Burley, Idaho). From the Ogden, Utah, omnirange station to the Burley, Idaho, omnirange station.

§ 600.6102 VOR civil airway No. 102 (Lubbock, Tex., to Wichita Falls, Tex.). From the Lubbock, Tex., omnirange station via the Guthrie, Tex., omnirange station; to the Wichita Falls, Tex., omnirange station, including a south alternate via the intersection of the Guthrie omnirange 103° True and the Wichita Falls omnirange 247° True radials.

§ 600.6103 VOR civil airway No. 103 (Greensboro, N. C., to Cleveland, Ohio). From the Greensboro, N. C., omnirange station via the Roanoke, Va., terminal omnirange station; Elkins, W. Va., omnirange station; Wheeling, W. Va., omnirange station; point of intersection of the Wheeling omnirange 313° True and the Mansfield, Ohio, omnirange 100° True radials; point of intersection of the Mansfield, Ohio, omnirange 100° True and the Cleveland omnirange 150° True radials; to the Cleveland, Ohio, omnirange station.

§ 600.6104 VOR civil airway No. 104 (Ottawa, Ont., to Plattsburgh, N. Y.). That airspace over United States territory from the Ottawa, Ont., omnirange station via the intersection of the Ottawa omnirange 082° True and the Massena omnirange 346° True radials; Massena, N. Y., omnirange station; to the Plattsburgh, N. Y., omnirange station.

§ 600.6105 VOR civil airway No. 105 (Phoenix, Ariz., to Las Vegas, Nev.). From the Phoenix, Ariz., omnirange station via the Prescott, Ariz., omnirange station, including an east alternate via the intersection of the Phoenix omnirange 004° True and the Prescott omnirange 135° True radials; to the Las Vegas, Nev., omnirange station.

§ 600.6106 VOR civil airway No. 106 (Charleston, W. Va., to Kennebunk, Maine). From the Charleston, W. Va., omnirange station via the Morgantown, W. Va., omnirange station; Johnstown, Pa., omnirange station, including a north alternate via the intersection of the Morgantown omnirange 021° True and the Pittsburgh omnirange 117° True radials; point of intersection of the Tower City, Pa., omnirange 279° True radial with the Philipsburg, Pa., omnirange direct radial to the Harrisburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; Poughkeepsie, N. Y., omnirange station; point of intersection of the Chester, Mass., omnirange 131° True and the Poughkeepsie omnirange 058° True radials; Gardner, Mass., omnirange station; point of intersection of the Gardner omnirange 051° True and the Concord, N. H., omnirange 146° True radials; to the Kennebunk, Maine, omnirange station.

§ 600.6107 VOR civil airway No. 107 (Los Angeles, Calif., to Red Bluff, Calif.). From the point of intersection of the Long Beach, Calif., omnirange 287° True and the Los Angeles, Calif., omnirange 149° True radials via the point of intersection of the Long Beach omnirange 287° True and the Fillmore omnirange 163° True radials; Fillmore, Calif., omnirange station; Coalinga, Calif., omnirange station; Oakland, Calif., omnirange station; intersection of the Oakland omnirange 330° True and the Ukiah omnirange 147° True radials; Ukiah, Calif., omnirange station; to the Red Bluff, Calif., omnirange station.

§ 600.6108 VOR civil airway No. 108 (Colorado Springs, Colo., to Salina, Kans.). From Colorado Springs, Colo., non directional radio beacon via the Hugo, Colo., omnirange station; Goodland, Kans., omnirange station; Hill City, Kans., omnirange station; intersection of the Hill City omnirange 093° True and the Salina omnirange 286° True radials; to the Salina, Kans., omnirange station. The portion of this airway which overlaps the Camp Carson Restricted Area (R-194) is excluded.

§ 600.6109 VOR civil airway No. 109 (Paso Robles, Calif., to Fresno, Calif.). From the Paso Robles, Calif., omnirange station via the Coalinga, Calif., omnirange station to the Fresno, Calif., omnirange station.

§ 600.6110 VOR civil airway No. 110 (San Francisco, Calif., to Altamont, Calif.). From the point of intersection of the Agnew omnirange 218° True and the Salinas omnirange 319° True radials via the Agnew, Calif., omnirange station; to the point of intersection of the Agnew omnirange 038° True and the

Modesto, Calif., omnirange 273° True radials.

§ 600.6111 VOR civil airway No. 111 (Salinas, Calif., to Los Banos, Calif.). From the Salinas, Calif., omnirange station to the point of intersection of the San Francisco omnirange 111° True and the Salinas omnirange 049° True radials.

§ 600.6112 VOR civil airway No. 112 (Portland, Oreg., to Pendleton, Oreg.). From the Portland, Oreg., omnirange station via The Dalles, Oreg., omnirange station, including a north alternate; intersection of the The Dalles omnirange 096° True and the Pendleton omnirange 254° True radials; to the Pendleton, Oreg., omnirange station.

§ 600.6113 VOR civil airway No. 113 (Paso Robles, Calif., to Reno, Nev.). From the Paso Robles, Calif., omnirange station via the intersection of the Paso Robles omnirange 352° True and the Modesto omnirange 176° True radials; Modesto, Calif., omnirange station to the Reno, Nev., omnirange station.

§ 600.6114 VOR civil airway No. 114 (Amarillo, Tex., to New Orleans, La.). From the Amarillo, Tex., omnirange station via the Childress, Tex., omnirange station, including a south alternate; Wichita Falls, Tex., omnirange station; Dallas, Tex., omnirange station; intersection of the Dallas 133° True and the Gregg County omnirange 273° True radials; Gregg County, Tex., omnirange station, including a north alternate from the Dallas omnirange station to the Gregg County omnirange station via the Quitman, Tex., omnirange station; point of intersection of the Shreveport, La., omnirange 176° True and the Alexandria omnirange 300° True radials; Alexandria, La., omnirange station, including a north alternate from the Gregg County omnirange station to the Alexandria omnirange station via the Shreveport omnirange station and the point of intersection of the Shreveport omnirange 176° True with the Alexandria omnirange 300° True radials; Baton Rouge, La., omnirange station; to the New Orleans, La., omnirange station.

§ 600.6115 VOR civil airway No. 115 (Crestview, Fla., to Charleston, W. Va.). From the Crestview, Fla., omnirange station via the Montgomery, Ala., omnirange station; intersection of the Montgomery omnirange 358° True and the Birmingham omnirange 145° True radials; Birmingham, Ala., omnirange station; Chattanooga, Tenn., omnirange station; intersection of the Chattanooga omnirange 032° True and the Knoxville omnirange 249° True radials; Knoxville, Tenn., omnirange station; to the Charleston, W. Va., omnirange station.

§ 600.6116 VOR civil airway No. 116 (Kansas City, Mo., to New York, N. Y.). From the Kansas City, Mo., omnirange station via the Macon, Mo., omnirange station; Quincy, Ill., omnirange station; Peoria, Ill., omnirange station; Joliet, Ill., omnirange station; Naperville, Ill., omnirange station; Keeler, Mich., omnirange station; point of intersection of the Litchfield, Mich., 050° True and the

Salem omnirange 257° True radials; Salem, Mich., omnirange station; Windsor, Ontario, omnirange station; Erie, Pa., omnirange station; Bradford, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; to the point of intersection of the Wilkes-Barre-Scranton omnirange 117° True and the Wilton, Conn., omnirange 240° True radials.

§ 600.6117 *VOR civil airway No. 117 (El Centro, Calif., to Daggett, Calif.)*. From the El Centro, Calif., omnirange station via the intersection of the El Centro omnirange 350° True and the Thermal omnirange 122° True radials; Thermal, Calif., omnirange station; to the Daggett, Calif., omnirange station. The portion of this airway which overlaps the Salton Sea restricted area (R-303) is excluded.

§ 600.6118 *VOR civil airway No. 118 (Rock River, Wyo., to Cheyenne, Wyo.)*. From the Rock River, Wyo., omnirange station via the Laramie, Wyo., omnirange station to the Cheyenne, Wyo., omnirange station.

§ 600.6119 *VOR civil airway No. 119 (Huntington, W. Va., to Bradford, Pa.)*. From the Huntington, W. Va., nondirectional radio beacon via the Parkersburg, W. Va., omnirange station; Wheeling, W. Va., omnirange station; Fitzgerald, Pa., omnirange station; to the Bradford, Pa., omnirange station.

§ 600.6120 *VOR civil airway No. 120 (Ephrata, Wash., to Miles City, Mont.)*. From the Ephrata, Wash., omnirange station via the intersection of the Ephrata omnirange 096° True and the Mullan Pass omnirange 260° True radials; Mullan Pass, Mont., omnirange station; Great Falls, Mont., omnirange station; Lewistown, Mont., omnirange station; to the Miles City, Mont., omnirange station.

§ 600.6121 *VOR civil airway No. 121 (North Bend, Oreg., to Eugene, Oreg.)*. From the North Bend, Oreg., omnirange station to the Eugene, Oreg., omnirange station.

§ 600.6122 *VOR civil airway No. 122 (Crescent City, Calif., to Klamath Falls, Oreg.)*. From the Crescent City, Calif., omnirange station to the Medford, Oreg., omnirange station. From the point of intersection of the Medford, Oreg., omnirange 176° True and the Klamath Falls, Oreg., omnirange 273° True radials; to the Klamath Falls, Oreg., omnirange station.

§ 600.6123 *VOR civil airway No. 123 (Washington, D. C., to Wilton, Conn.)*. From the Washington, D. C., terminal omnirange station via the Baltimore, Md., LF radio range station; point of intersection of the Baltimore LF radio range north course and the Baltimore, Md., omnirange 045° True radial; point of intersection of the Baltimore omnirange 045° True and the Woodstown omnirange 269° True radials; Woodstown, N. J., omnirange station; point of intersection of the Woodstown omnirange 045° True and the Coyle, N. J., omnirange 354° True radials; point of intersection of the Idlewild, N. Y., omnirange 236° True radial and the La Guar-

dia Airport, N. Y., ILS localizer south course; La Guardia Airport, N. Y., ILS localizer; to the Wilton, Conn., omnirange station. The portions of this airway which overlap the Washington prohibited area (P-56) and the Edgewood Arsenal restricted area (R-82) are excluded.

§ 600.6125 *VOR civil airway No. 125 (Anthony, Kans., to Hutchinson, Kans.)*. From the Anthony, Kans., omnirange station to the Hutchinson, Kans., omnirange station.

§ 600.6126 *VOR civil airway No. 126 (Chicago, Ill., to New York, N. Y.)*. From the point of intersection of the Naperville, Ill., omnirange 090° True and the Chicago Heights omnirange 342° True radials via the Chicago Heights, Ill., omnirange station; Goshen, Ind., omnirange station; Waterville, Ohio, omnirange station; Cleveland, Ohio omnirange station; Jefferson, Ohio, omnirange station; Erie, Pa., omnirange station; Bradford, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; Hugenot, N. Y., omnirange station; to the Wilton, Conn., Omnirange station, excluding daily from sunrise to sunset, annually during the period from March 1 to November 1, the portion of this airway below 6,000 ft. above mean sea level which overlaps the West Point restricted area (R-93).

§ 600.6127 *VOR civil airway No. 127 (Livingston, Mont., to Helena, Mont.)*. From the Livingston, Mont., omnirange station via the intersection of the Livingston omnirange 321° True and the Helena omnirange 119° True radials to the Helena, Mont., omnirange station.

§ 600.6128 *VOR civil airway No. 128 (Chicago, Ill., to Charleston, W. Va.)*. From the point of intersection of the Joliet, Ill., omnirange 056° True and the Peotone omnirange 003° True radials via the Peotone, Ill., omnirange station; intersection of the Peotone omnirange 153° True and the Indianapolis omnirange 311° True radials; Indianapolis, Ind., omnirange station; intersection of the Indianapolis omnirange 137° True and the Cincinnati omnirange 290° True radials; Cincinnati, Ohio, omnirange station; York, Ky., omnirange station, including a south alternate via the intersection of the Cincinnati omnirange 120° True with the York omnirange direct radial to the Nobb, Ind., omnirange station; to the Charleston, W. Va., omnirange station.

§ 600.6129 *VOR civil airway No. 129 (Rockford, Ill., to Eau Claire, Wis.)*. From the Rockford, Ill., omnirange station via the intersection of the Rockford omnirange 276° True and the Lone Rock omnirange 164° True radials; Lone Rock, Wis., omnirange station; La Crosse, Wis., omnirange station; to the Eau Claire, Wis., omnirange station.

§ 600.6130 *VOR civil airway No. 130 (Albany, N. Y., to Providence, R. I.)*. From the Albany, N. Y., omnirange station via the Hartford, Conn., omnirange station; Norwich, Conn., omnirange station to the point of intersection of the Norwich omnirange 090° True radial and the Providence, R. I., ILS localizer course.

§ 600.6131 *VOR civil airway No. 131 (Tulsa, Okla., to Topeka, Kans.)*. From the Tulsa, Okla., omnirange station to the Chanute, Kans., omnirange station. From the Emporia, Kans., omnirange station via the intersection of the Emporia omnirange 050° True and the Topeka omnirange 174° True radials; to the Topeka, Kans., omnirange station.

§ 600.6132 *VOR civil airway No. 132 (Cheyenne, Wyo., to Springfield, Mo.)*. From the Cheyenne, Wyo., omnirange station via the Akron, Colo., omnirange station; Goodland, Kans., omnirange station; Hutchinson, Kans., omnirange station; point of intersection of the Wichita, Kans., omnirange direct radial to the intersection of the Hutchinson, Kans., omnirange 062° True and the Topeka, Kans., omnirange 236° True radials with the Hutchinson, Kans., omnirange direct radial to the Emporia, Kans., omnirange station; Chanute, Kans., omnirange station; intersection of the Chanute omnirange 100° True and the Springfield omnirange 276° True radials; to the Springfield, Mo., omnirange station, including a south alternate from the Chanute omnirange station to the Springfield omnirange station via the intersection of the Chanute omnirange 117° True and the Springfield omnirange 261° True radials.

§ 600.6133 *VOR civil airway No. 133 (Parkersburg, W. Va., to Traverse City, Mich.)*. That airspace over United States territory from the point of intersection of the Parkersburg omnirange 172° True with the Charleston, W. Va., omnirange direct radial to the Morgantown, W. Va., omnirange station via the Parkersburg, W. Va., omnirange station; Zanesville, Ohio, omnirange station; Tiverton, Ohio, omnirange station; Mansfield, Ohio, omnirange station; intersection of the Mansfield omnirange 345° True and the Salem omnirange 140° True radials; Salem, Mich., omnirange station; Flint, Mich., Bishop Airport ILS outer marker; Saginaw, Mich., omnirange station; to the Traverse City, Mich., omnirange station. The portion of this airway which overlaps the Lacarne Restricted Area (R-149) is excluded.

§ 600.6134 *VOR civil airway No. 134 (Evergreen, Ala., to Columbus, Ga.)*. From the Evergreen, Ala., omnirange station via the point of intersection of the Dothan, Ala., terminal omnirange 336° True and the Montgomery, Ala., omnirange 123° True radials; to the Columbus, Ga., omnirange station.

§ 600.6135 *VOR civil airway No. 135 (Yuma, Ariz., to Las Vegas, Nev.)*. From the Yuma, Ariz., omnirange station via the Blythe, Calif., omnirange station; Needles, Calif., omnirange station to the Las Vegas, Nev., omnirange station.

§ 600.6136 *VOR civil airway No. 136 (Pulaski, Va., to Raleigh, N. C.)*. From the Pulaski, Va., omnirange station via the intersection of the Pulaski omnirange 094° True and the South Boston omnirange 298° True radials; South Boston, Va., omnirange station; to the Raleigh, N. C., omnirange station.

§ 600.6137 *VOR civil airway No. 137 (Thermal, Calif., to Ukiah, Calif.)*.

From the Thermal, Calif., omnirange station via the Palmdale, Calif., omnirange station; to the point of intersection of the Bakersfield, Calif., omnirange 210° True and the Coalinga omnirange 152° True radials. From the Coalinga, Calif., omnirange station via the Salinas, Calif., omnirange station; Agnew, Calif., omnirange station; Oakland, Calif., omnirange station; Point Reyes, Calif., omnirange station; intersection of the Point Reyes omnirange 306° True and the Ukiah omnirange 172° True radials; to the Ukiah, Calif., omnirange station. The portion of this airway below 3,000 feet above mean sea level which lies within the Tomales Point restricted area (R-519) is excluded.

§ 600.6138 *VOR civil airway No. 133 (Rock River, Wyo., to Sidney, Nebr.)*. From the Rock River, Wyo., omnirange station via the Cheyenne, Wyo., omnirange station, including a north alternate via the Rock River omnirange 108° True and the Cheyenne omnirange 320° True radials; to the Sidney, Nebr., omnirange station, including a south alternate.

§ 600.6139 *VOR civil airway No. 139 (Norwich, Conn., to Boston, Mass.)*. From the Norwich, Conn., omnirange station via the intersection of the Norwich omnirange 090° True radial and the Providence, R. I., ILS localizer course at the Wyoming, R. I., fan marker; Providence, R. I., ILS localizer, intersection of the Providence ILS localizer course and the Boston ILS localizer course; to the Boston, Mass., localizer.

§ 600.6140 *VOR civil airway No. 140 (Amarillo, Tex., to New York, N. Y.)*. From the Amarillo, Tex., omnirange station via the Sayre, Okla., omnirange station, including a north alternate; intersection of the Sayre omnirange 071° True and the Tulsa omnirange 260° True radials; Tulsa, Okla., omnirange station; Fayetteville, Ark., omnirange station, including a north alternate via the intersection of the Tulsa omnirange 059° True and the Fayetteville omnirange 284° True radials; Flippin, Ark., omnirange station; Walnut Ridge, Ark., omnirange station; Dyersburg, Tenn., omnirange station; Nashville, Tenn., omnirange station, including a south alternate from the Dyersburg omnirange station to the Nashville omnirange station via the intersection of the Dyersburg omnirange 104° True and the Graham omnirange 269° True radials, and the Graham, Tenn., omnirange station; intersection of the Nashville omnirange 059° True radial and the Corbin VAR west aural course; Corbin, Ky., VAR station; Paynesville, W. Va., nondirectional radio beacon; Montebello, Va., omnirange station; point of intersection of the Gordonsville, Va., omnirange direct radial to the Herndon, Va., omnirange station with the Brooke, Va., omnirange 306° True radials; to the Herndon, Va., omnirange station. From the Baltimore, Md., omnirange station via the point of intersection of the Baltimore omnirange 045° True and the Woodstown omnirange 269° True radials; Woodstown, N. J., omnirange station; point of intersection of the Woodstown omnirange 106° True and the

Dover, Del., omnirange direct radial to the Coyle, N. J., omnirange station; Coyle, N. J., omnirange station; to the Idlewild, N. Y., omnirange station, excluding the portions of this airway between the Coyle, N. J., omnirange station and the point of intersection of the Coyle omnirange 031° True and the Colts Neck, N. J., omnirange 073° True radials more than 3 miles either side of the centerline and the portions which overlap the Aberdeen restricted area (R-54).

§ 600.6141 *VOR civil airway No. 141 (Nantucket, Mass., to Plattsburg, N. Y.)*. From the Nantucket, Mass., omnirange station via the intersection of the Nantucket omnirange 339° True and the Boston omnirange 133° True radials; Boston, Mass., omnirange station; Concord, N. H., omnirange station; Lebanon, N. H., nondirectional radio beacon to the Plattsburg, N. Y., omnirange station.

§ 600.6142 *VOR civil airway No. 142 (Erie, Pa., to Rochester, N. Y.)*. From the Erie, Pa., omnirange station via the point of intersection of the Erie omnirange 080° True and the Bradford, Pa., omnirange 308° True radials; Buffalo, N. Y., omnirange station; intersection of the Buffalo omnirange 034° True and the Rochester omnirange 289° True radials; to the Rochester, N. Y., omnirange station.

§ 600.6143 *VOR civil airway No. 143 (Charlotte, N. C., to Washington, D. C.)*. From the Charlotte, N. C., omnirange station via the Greensboro, N. C., omnirange station, including a west alternate via the intersection of the Charlotte omnirange 005° True and the Greensboro omnirange 238° True radials; to the Montebello, Va., omnirange station. From the Front Royal, Va., omnirange station to the point of intersection of the Martinsburg, W. Va., omnirange direct radial to the Washington, D. C., terminal omnirange station and the Herndon, Va., omnirange direct radial to the Harrisburg, Pa., omnirange station.

§ 600.6144 *VOR civil airway No. 144 (Chicago, Ill., to Washington, D. C.)*. From the point of intersection of the Joliet, Ill., omnirange 056° True and the Peotone omnirange 003° True radials via the Peotone, Ill., omnirange station; Fort Wayne, Ind., omnirange station; intersection of the Fort Wayne omnirange 099° True and the Findlay omnirange 276° True radials; Findlay, Ohio, omnirange station; Appleton, Ohio, omnirange station; Zanesville, Ohio, omnirange station; Morgantown, W. Va., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° True and the Washington terminal omnirange 245° True radials; to the Washington, D. C. terminal omnirange station.

§ 600.6145 *VOR civil airway No. 145 (Utica, N. Y., to the United States-Canadian Border)*. From the Utica, N. Y., MF radio range station via the intersection of the Utica MF radio range northwest course and the Watertown omnirange 155° True radial; Watertown, N. Y., omnirange station; to the United States-Canadian Border via the Watertown omnirange 360° True radial.

§ 600.6146 *VOR civil airway No. 146 (Wilkes-Barre, Pa., to Woodstock, Conn.)*. From the Wilkes-Barre-Scranton, Pa., omnirange station via the Huguenot, N. Y., omnirange station; point of intersection of the Wilton, Conn., omnirange 295° True and the Poughkeepsie omnirange 236° True radials; Poughkeepsie, N. Y., omnirange station; to the point of intersection of the Poughkeepsie omnirange 079° True and the Norwich, Conn., omnirange 347° True radials.

§ 600.6147 *VOR civil airway No. 147 (Philadelphia, Pa., to Rochester, N. Y.)*. From the Philadelphia, Pa., International Airport ILS localizer via the Pottstown, Pa., omnirange station; Allentown, Pa., omnirange station, including an east alternate from the Philadelphia International Airport ILS localizer to the Allentown omnirange station via the point of intersection of the Pottstown omnirange 143° True and the Allentown omnirange 173° True radials; intersection of the Allentown omnirange 329° True and the Elmira omnirange 134° True radials; Elmira, N. Y., omnirange station; intersection of the Elmira omnirange 305° True and the Rochester omnirange 183° True radials; to the Rochester, N. Y., omnirange station.

§ 600.6148 *VOR civil airway No. 148 (Denver, Colo., to North Platte, Nebr.)*. From the Denver, Colo., omnirange station via the intersection of the Denver omnirange 186° True and the Kiowa omnirange 278° True radials; Kiowa, Colo., omnirange station; Thurman, Colo., omnirange station; Imperial, Nebr., omnirange station; to the North Platte, Nebr., omnirange station.

§ 600.6149 *VOR civil airway No. 149 (Allentown, Pa., to Utica, N. Y.)*. From the Allentown, Pa., omnirange station via the intersection of the Allentown omnirange 329° True and the Binghamton omnirange 167° True radials; Binghamton, N. Y., omnirange station; to the point of intersection of the Binghamton omnirange 023° True and the southwest course of the Utica, N. Y., radio range.

§ 600.6150 *VOR civil airway No. 150 (San Francisco, Calif., to Reno, Nev.)*. From the San Francisco, Calif., terminal omnirange station via the intersection of the San Francisco terminal omnirange 304° True and the Sacramento omnirange 233° True radials; Sacramento, Calif., omnirange station; intersection of the Sacramento 097° True and the Reno 208° True radials; to the Reno, Nev., omnirange station.

§ 600.6151 *VOR civil airway No. 151 (Woonsocket, R. I., to Keene, N. H.)*. From the point of intersection of the Norwich, Conn., omnirange 043° True and the Gardner omnirange 152° True radials via the Gardner, Mass., omnirange station; to the Keene, N. H., nondirectional radio beacon.

§ 600.6152 *VOR civil airway No. 152 (Tampa, Fla., to Daytona Beach, Fla.)*. From the Tampa, Fla., omnirange station via the Orlando, Fla., omnirange station, including a north alternate via the intersection of the Tampa omni-

range 039° True and the Orlando omnirange 258° True radials and also a south alternate via the Lakeland, Fla., omnirange station; to the Daytona Beach, Fla., omnirange station.

§ 600.6153 *VOR civil airway No. 153 (New York, N. Y., to Syracuse, N. Y.)*. From the Caldwell, N. J., omnirange station via the Stillwater, N. J., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; point of intersection of the DeLancey, N. Y., omnirange 289° True radial with the Binghamton, N. Y., omnirange direct radial to the Rockdale, N. Y., omnirange station; to the Syracuse, N. Y. omnirange station.

§ 600.6154 *VOR civil airway No. 154 (Meridian, Miss., to Savannah, Ga.)*. From the Meridian, Miss., omnirange station via the intersection of the Meridian omnirange 089° True and the Montgomery omnirange 282° True radials; Montgomery, Ala., omnirange station; Columbus, Ga., omnirange station, including a south alternate via the intersection of the Montgomery omnirange 088° True and the Columbus omnirange 195° True radials; Macon, Ga., omnirange station; to the Savannah, Ga., omnirange station. The portions of this airway which conflict with the Fort Benning restricted area (R-129) are excluded.

§ 600.6155 *VOR civil airway No. 155 (Raleigh, N. C., to Washington, D. C.)*. From the Raleigh, N. C., omnirange station via the Lawrenceville, Va., omnirange station; intersection of the Lawrenceville omnirange 035° True and the Flat Rock omnirange 171° True radials; Flat Rock, Va., omnirange station; Gordonsville, Va., omnirange station; to the point of intersection of the Gordonsville omnirange direct radial to the Herndon, Va., omnirange station with the Brooke, Va., omnirange 306° True radial. The portion of this airway which overlaps the Camp Pickett restricted area (R-44) is excluded.

§ 600.6156 *VOR civil airway No. 156 (Elkins, W. Va., to Richmond, Va.)*. From the Elkins, W. Va., omnirange station via the Gordonsville, Va., omnirange station; to the Richmond, Va., radio range station.

§ 600.6157 *VOR civil airway No. 157 (Miami, Fla., to Richmond, Va.)*. From the Miami, Fla., omnirange station via the LaBelle, Fla., omnirange station; Lakeland, Fla., omnirange station; to the Gainesville, Fla., omnirange station. From the Allendale, S. C., omnirange station via the intersection of the Allendale omnirange 060° True and the Florence omnirange 216° True radials; to the Florence, S. C., omnirange station. From the Wilmington, N. C., omnirange station via the Rocky Mount, N. C., omnirange station; Lawrenceville, Va., omnirange station; Richmond, Va., radio range station; to the Brooke, Va., omnirange station. The portions of this airway which overlap the Camp Pickett restricted area (R-44) and the Camp A. P. Hill restricted area (R-40) are excluded.

§ 600.6158 *VOR civil airway No. 158 (Waterloo, Iowa, to Polo, Ill.)*. From the Waterloo, Iowa, omnirange station via

Dubuque, Iowa, omnirange station; to the Polo, Ill., omnirange station.

§ 600.6159 *VOR civil airway No. 159 (Miami, Fla., to Albany, Ga.)*. From the Miami, Fla., omnirange station via the intersection of the Miami omnirange 338° True and the West Palm Beach omnirange 219° True radials; West Palm Beach, Fla., omnirange station; Vero Beach, Fla., omnirange station; Orlando, Fla., omnirange station; point of intersection of the Orlando omnirange 306° True and the Lakeland, Fla., omnirange 012° True radials; Gainesville, Fla., omnirange station; point of intersection of the Tallahassee, Fla., omnirange 091° True and the Cross City, Fla., omnirange 333° True radials; to the Albany, Ga., omnirange station, including a west alternate from the Orlando omnirange station to the Albany omnirange station via the point of intersection of the Orlando omnirange 306° True with the Lakeland, Fla., omnirange 012° True radials, the Cross City, Fla., omnirange station and the point of intersection of the Tallahassee, Fla., omnirange 091° True with the Cross City, Fla., omnirange 333° True radials. The portions of this airway which overlap the Sterling restricted areas (R-169) and (R-170) are excluded.

§ 600.6160 *VOR civil airway No. 160 (Denver, Colo., to Sidney, Nebr.)*. From the Denver, Colo., omnirange station to the Sidney, Nebr., omnirange station.

§ 600.6161 *VOR civil airway No. 161 (Fort Worth, Tex., to Alexandria, Minn.)*. From the Fort Worth (Amon Carter Field), Tex., ILS localizer via the intersection of the Fort Worth (Amon Carter Field) ILS localizer northwest course and the Ardmore omnirange 192° True radial; Ardmore, Okla., omnirange station; Okmulgee, Okla., omnirange station; Tulsa, Okla., omnirange station; Butler, Mo., omnirange station; Blue Springs, Mo., omnirange station; intersection of the Blue Springs omnirange 016° True and the Lamoni omnirange 175° True radials; Lamoni, Iowa, omnirange station; Des Moines, Iowa, omnirange station; Waterloo, Iowa, omnirange station; Rochester, Minn., omnirange station; intersection of the Rochester omnirange 350° True and the Minneapolis-St. Paul International Airport ILS localizer 121° True course, Minneapolis-St. Paul, Minn., International Airport ILS localizer; intersection of the Minneapolis-St. Paul International Airport ILS localizer 301° True course and the Alexandria omnirange 136° True radial; to the Alexandria, Minn., omnirange station. The portions of this airway which overlap the Lake City restricted area (R-307) are excluded.

§ 600.6162 *VOR civil airway No. 162 (Harrisburg, Pa., to Allentown, Pa.)*. From the Harrisburg, Pa., omnirange station via the point of intersection of the Harrisburg omnirange 073° True and the Selinsgrove, Pa., omnirange 133° True radials; direct to the Allentown, Pa., omnirange station, including a south alternate from the Harrisburg omnirange station to the Allentown omnirange sta-

tion via the point of intersection of the West Chester, Pa., omnirange 314° True and the Allentown omnirange 228° True radials.

§ 600.6163 *VOR civil airway No. 163 (Brownsville, Tex., to Oklahoma City, Okla.)*. That airspace over U. S. territory from the Brownsville, Tex., omnirange station via the intersection of the Brownsville omnirange 339° True and the Alice omnirange 171° True radials; Alice, Tex., omnirange station; intersection of the Alice omnirange 350° True and the San Antonio omnirange 167° True radials; San Antonio, Tex., omnirange station; intersection of the San Antonio omnirange 002° True and the Lometa omnirange 173° True radials; Lometa, Tex., omnirange station, including a west alternate via the intersection of the San Antonio omnirange 334° True and the Lometa omnirange 192° True radials; Mineral Wells, Tex., omnirange station; Fort Worth, Tex., omnirange station; Ardmore, Okla., omnirange station; intersection of the Ardmore omnirange 350° True and the Oklahoma City omnirange 137° True radials; to the Oklahoma City omnirange station, including a west alternate from the Ardmore omnirange station to the Oklahoma City omnirange station via the intersection of the Ardmore omnirange 331° True and the Oklahoma City omnirange 180° True radials and also an east alternate from the Ardmore omnirange station to the Oklahoma City omnirange station via the point of intersection of the Oklahoma City omnirange 107° True and the Tulsa, Okla., omnirange 228° True radials. The portions of this airway which conflict with the Corpus Christi restricted area (R-277) are excluded.

§ 600.6164 *VOR civil airway No. 164 (Buffalo, N. Y., to New York, N. Y.)*. From the Buffalo, N. Y., omnirange station via the Wellsville, N. Y., omnirange station; point of intersection of the Bradford, Pa., omnirange 097° True and the Williamsport omnirange 306° True radials; Williamsport, Pa., omnirange station; point of intersection of the Allentown, Pa., omnirange 329° True and the Wilkes-Barre-Scranton, Pa., omnirange 224° True radials; to the Stroudsburg, Pa., omnirange station, including a south alternate from the Williamsport omnirange station to the Stroudsburg omnirange station via the intersection of the Williamsport omnirange 125° True and the Stroudsburg omnirange 270° True radials.

§ 600.6165 *VOR civil airway No. 165 (Long Beach, Calif., to Coalinga, Calif.)*. From the Long Beach, Calif., omnirange station via the intersection of the Long Beach omnirange 346° True and the Palmdale omnirange 200° True radials; Palmdale, Calif., omnirange station; point of intersection of the Palmdale omnirange direct radial to the point of intersection of the Bakersfield, Calif., omnirange 210° True and the Coalinga, Calif., omnirange 153° True radials with the Bakersfield omnirange 149° True radials; Bakersfield, Calif., omnirange station; to the Coalinga, Calif., omnirange station.

§ 600.6166 VOR civil airway No. 166 (Martinsburg, W. Va., to New York, N. Y.). From the Martinsburg, W. Va., omnirange station to the West Chester, Pa., omnirange station. From the point of intersection of the Philadelphia, Pa., International Airport ILS localizer 256° True course and the West Chester, Pa., omnirange 170° True radial via the Philadelphia International Airport ILS localizer to the Colts Neck, N. J., omnirange station.

§ 600.6167 VOR civil airway No. 167 (New York, N. Y., to Hartford, Conn.). From the point of intersection of the Colts Neck, N. J., omnirange 151° True and the Idlewild omnirange 195° True radials via the Idlewild, N. Y., omnirange station to the Hartford, Conn., omnirange station.

§ 600.6168 VOR civil airway No. 168 (Selinsgrove, Pa., to Colts Neck, N. J.). From the Selinsgrove, Pa., omnirange station via the Allentown, Pa., omnirange station; to the Colts Neck, N. J. omnirange station.

§ 600.6169 VOR civil airway No. 169 (Sidney, Nebr., to Rapid City, S. Dak.). From the Sidney, Nebr., omnirange station via the intersection of the Sidney omnirange 335° True and the Chadron omnirange 197° True radials; Chadron, Nebr., omnirange station; to the Rapid City, S. Dak., omnirange station, including an east alternate and excluding the portion which overlaps the Scenic restricted area (R-190).

§ 600.6170 VOR civil airway No. 170 (Milwaukee, Wis., to Philadelphia, Pa.). From the Milwaukee, Wis., omnirange station via the Pullman, Mich., omnirange station; to the Salem, Mich., omnirange station. From the Erie, Pa., omnirange station via the Bradford, Pa., omnirange station, including a north alternate via the intersection of the Erie omnirange 080° True and the Bradford omnirange 308° True radials; Selinsgrove, Pa., omnirange station; Tower City, Pa., omnirange station; to the West Chester, Pa., omnirange station. The portion of this airway which conflicts with the Indiantown Gap restricted area (R-69) is excluded.

§ 600.6171 VOR civil airway No. 171 (Louisville, Ky., to Lone Rock, Wis.). From the Louisville, Ky., omnirange station via the Scotland, Ind., omnirange station; Terre Haute, Ind., omnirange station; Peotone, Ill., omnirange station; Joliet, Ill., omnirange station; Rockford, Ill., omnirange station; to the Lone Rock, Wis., omnirange station.

§ 600.6172 VOR civil airway No. 172 (Denver, Colo., to Chicago, Ill.). From the Denver, Colo., omnirange station via the point of intersection of the Denver omnirange 061° True and the Imperial, Nebr., omnirange 271° True radials; point of intersection of the Imperial omnirange 271° True and the North Platte omnirange 246° True radials; to the North Platte, Nebr., omnirange station. From the Des Moines, Iowa., omnirange station via the point of intersection of the Des Moines omnirange 071° True and the Iowa City, Iowa, omnirange 283° True radials; Cedar Rapids, Iowa,

omnirange station; Polo, Ill., omnirange station; to the Chicago, Ill., International (O'Hare) Airport terminal omnirange station.

§ 600.6173 VOR civil airway No. 173 (Springfield, Ill., to Chicago, Ill.). From the Springfield, Ill., omnirange station via the Roberts, Ill., omnirange station; point of intersection of the Roberts omnirange 008° True and the Joliet, Ill., omnirange 056° True radials; to the point of intersection of the Joliet, Ill., omnirange 056° True and the Peotone, Ill., omnirange 003° True radials.

§ 600.6174 VOR civil airway No. 174 (Vichy, Mo., to Washington, D. C.). From the Vichy, Mo., omnirange station via the intersection of the Vichy omnirange 069° True and the Troy omnirange 246° True radials; Troy, Ill., omnirange station; Scotland, Ind., omnirange station; Louisville, Ky., omnirange station; York, Ky., omnirange station; Elkins, W. Va., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° True and the Washington terminal omnirange 245° True radials; to the Washington, D. C., terminal omnirange station.

§ 600.6175 VOR civil airway No. 175 (Vichy, Mo., to Columbia, Mo.). From the Vichy, Mo., omnirange station via the intersection of the Vichy omnirange 321° True and the Columbia omnirange 209° True radials; to the Columbia, Mo., omnirange station.

§ 600.6177 VOR civil airway No. 177 (Wheatfield, Ill., to Janesville, Wis.). From the point of intersection of the Peotone, Ill., omnirange 096° True and the Chicago Heights 128° True radials to the Chicago Heights, Ill., omnirange station. From the Naperville, Ill., omnirange station to the Janesville, Wis., omnirange station.

§ 600.6178 VOR civil airway No. 178 (Farmington, Mo., to Paducah, Ky.). From the Farmington, Mo., omnirange station to the Paducah, Ky., omnirange station, including a south alternate.

§ 600.6179 VOR civil airway No. 179 (Paducah, Ky., to Centralia, Ill.). From the Paducah, Ky., omnirange station to the Centralia, Ill., omnirange station.

§ 600.6180 VOR civil airway No. 180 (Austin, Tex., to Galveston, Tex.). From the Austin, Tex., omnirange station via the intersection of the Austin omnirange 134° True and the Eagle Lake omnirange 291° True radials; Eagle Lake, Tex., omnirange station; to the Galveston, Tex., omnirange station.

§ 600.6181 VOR civil airway No. 181 (Sioux Falls, S. Dak., to Watertown, S. Dak.). From the Sioux Falls, S. Dak., omnirange station to the Watertown, S. Dak., omnirange station.

§ 600.6182 VOR civil airway No. 182 (Portland, Oreg., to Chadron, Nebr.). From the Portland, Oreg., omnirange station via the The Dalles, Oreg., omnirange station, including a north alternate; to the Baker, Oreg., omnirange station. From the Douglas, Wyo., omnirange station to the Chadron, Nebr., omnirange station.

§ 600.6183 VOR civil airway No. 183 (Santa Barbara, Calif., to Bakersfield, Calif.). From the Santa Barbara, Calif., omnirange station to the Bakersfield, Calif., omnirange station.

§ 600.6184 VOR civil airway No. 184 (Erie, Pa., to Philipsburg, Pa.). From the Erie, Pa., omnirange station via the point of intersection of the Bradford, Pa., omnirange 260° True and the Fitzgerald omnirange 304° True radials; Fitzgerald, Pa., omnirange station; to the Philipsburg, Pa., omnirange station.

§ 600.6185 VOR civil airway No. 185 (Savannah, Ga., to Knoxville, Tenn.). From the Savannah, Ga., omnirange station via the intersection of the Savannah omnirange 320° True and the Augusta omnirange 157° True radials; Augusta, Ga., omnirange station; Spartanburg, S. C., omnirange station; Asheville, N. C., omnirange station, including a west alternate from the Augusta omnirange station to the Asheville omnirange station via the intersection of the Augusta omnirange 345° True radials and the Greenville ILS localizer south course, the Greenville, S. C., ILS localizer, and the intersection of the Greenville ILS localizer north course and the Asheville omnirange 189° True radial; intersection of the Asheville omnirange 300° True and the Knoxville omnirange 069° True radials; to the Knoxville, Tenn., omnirange station, including an east alternate from the Asheville omnirange station to the Knoxville omnirange station via the intersection of the Asheville omnirange 329° True and the Knoxville omnirange 069° True radials. The portion of this airway below 5500 feet above mean sea level which overlaps the Camp Gordon Restricted Area (R-124) is excluded.

§ 600.6186 VOR civil airway No. 186 (St. Louis, Mo., to Vandalia, Ill.). From the St. Louis, Mo., omnirange station via the intersection of the St. Louis omnirange 032° True and the Vandalia omnirange 273° True radials; to the Vandalia omnirange station.

§ 600.6187 VOR civil airway No. 187 (Grand Junction, Colo., to Rock Springs, Wyo.). From the Grand Junction, Colo., omnirange station to the Rock Springs, Wyo., omnirange station.

§ 600.6188 VOR civil airway No. 188 (Detroit, Mich., to New York, N. Y.). That airspace over United States territory from the Carleton, Mich., omnirange station via the Jefferson, Ohio, omnirange station; point of intersection of the Bradford, Pa., omnirange 260° True and the Fitzgerald omnirange 304° True radials; Fitzgerald, Pa., omnirange station; Williamsport, Pa., omnirange station; via the Williamsport omnirange direct radial to the point of intersection of the Allentown, Pa., omnirange 329° True and the Wilkes-Barre-Scranton, Pa., omnirange 224° True radials; via the Stroudsburg omnirange direct radial to the Stroudsburg, Pa., omnirange station; to the Caldwell, N. J., omnirange station.

§ 600.6190 VOR civil airway No. 190 (Grants, N. Mex., to Evansville, Ind.). From the Grants, N. Mex., omnirange

station via the intersection of the Grants omnirange 067° True and the Santa Fe omnirange 253° True radials; Santa Fe, N. Mex., omnirange station; Las Vegas, N. Mex., omnirange station; Dalhart, Tex., omnirange station; Gage, Okla., omnirange station; intersection of the Gage omnirange 059° True and the Ponca City omnirange 280° True radials; Ponca City, Okla., omnirange station; intersection of the Ponca City omnirange 076° True and the Springfield omnirange 261° True radials; Springfield, Mo., omnirange station; Farmington, Mo., omnirange station; to the Evansville, Ind., omnirange station.

§ 600.6191 *VOR civil airway No. 191 (Walnut Ridge, Ark., to Milwaukee, Wis.)*. From the Walnut Ridge, Ark., omnirange station via the Farmington, Mo., omnirange station; intersection of the Farmington omnirange 351° True and the Troy omnirange 215° True radials; Troy, Ill., omnirange station; Roberts, Ill., omnirange station; point of intersection of the Roberts omnirange 008° True and the Joliet, Ill., omnirange 056° True radials; to the point of intersection of the Joliet, Ill., omnirange 056° True and the Peotone, Ill., omnirange 003° True radials. From the Chicago, Ill., O'Hare International Airport terminal omnirange station via the point of intersection of the Chicago Heights omnirange 358° True and the Milwaukee omnirange 135° True radials; to the Milwaukee, Wis., omnirange station.

§ 600.6192 *VOR civil airway No. 192 (Grants, N. Mex., to Tucumcari, N. Mex.)*. From the Grants, N. Mex., omnirange station via the intersection of the Grants omnirange 136° True and the Corona omnirange 272° True radials; Corona, N. Mex., omnirange station; to the Tucumcari, N. Mex., omnirange station.

§ 600.6193 *VOR civil airway No. 193 (Keeler, Mich., to Sault Ste. Marie, Mich.)*. From the Keeler, Mich., omnirange station via the Pullman, Mich., omnirange station; Grand Rapids, Mich., Kent County Airport, ILS outer marker; White Cloud, Mich., omnirange station; Traverse City, Mich., omnirange station; Pellston, Mich., non-directional radio beacon; to the Sault Ste. Marie, Mich., omnirange station.

§ 600.6194 *VOR civil airway No. 194 (Lafayette, La., to Norfolk, Va.)*. From the Lafayette, La., omnirange station via the Baton Rouge, La., omnirange station; McComb, Miss., omnirange station; to the Meridian, Miss., omnirange station. From the point of intersection of the Royston omnirange 270° True and the Norcross, Ga., omnirange 054° True radials via the Royston, Ga., omnirange station; point of intersection of the Royston omnirange 074° True and the Spartansburg, S. C., omnirange 148° True radials; Charlotte, N. C., omnirange station; Raleigh, N. C., omnirange station; Rocky Mount, N. C., omnirange station, including a south alternate via the intersection of the Raleigh omnirange 116° True and the Rocky Mount omnirange 237° True radials; Cofield, N. C., omnirange station; point of intersection of the Cofield omnirange 058° True and

the Norfolk ILS localizer southwest course; Norfolk, Va., ILS localizer; to the point of intersection of the Norfolk ILS localizer northeast course and the Norfolk, Va., VAR north course.

§ 600.6195 *VOR civil airway No. 195 (Oakland, Calif., to Fortuna, Calif.)*. From the Oakland, Calif., omnirange station via the Sacramento, Calif., omnirange station; Williams, Calif., omnirange station, including a west alternate from the Oakland omnirange station to the Williams omnirange station via the point of intersection of the Sacramento omnirange 218° True and the Williams omnirange 167° True radials; Red Bluff, Calif., omnirange station to the Fortuna, Calif., omnirange station.

§ 600.6196 *VOR civil airway No. 196 (Rock River, Wyo., to Chadron, Nebr.)*. From the Rock River, Wyo., omnirange station to the Chadron, Nebr., omnirange station.

§ 600.6198 *VOR civil airway No. 198 (El Paso, Tex., to Galveston, Tex.)*. From the El Paso, Tex., omnirange station via the intersection of the El Paso omnirange 132° True and the Hudspeth omnirange 272° True radials; Hudspeth, Tex., omnirange station; intersection of the Hudspeth omnirange 117° True and the Fort Stockton omnirange 274° True radials; Fort Stockton, Tex., omnirange station; Rock Springs, Tex., omnirange station; point of intersection of Rock Springs omnirange 090° True radial with the San Antonio omnirange direct radial to the Junction, Tex., omnirange station; San Antonio, Tex., omnirange station; Eagle Lake, Tex., omnirange station; to the Galveston, Tex., omnirange station.

§ 600.6199 *VOR civil airway No. 199 (San Francisco, Calif., to Ukiah, Calif.)*. From the Agnew, Calif., omnirange station via the intersection of the Agnew omnirange 304° True and the Ukiah omnirange 172° True radials; to the Ukiah, Calif., omnirange station. The portion of this airway below 3,000 feet above mean sea level which lies within the Tomales Point restricted area (R-519) is excluded.

§ 600.6200 *VOR civil airway No. 200 (Ukiah, Calif., to Kremmling, Colo.)*. From the Ukiah, Calif., omnirange station via the Williams, Calif., omnirange station; intersection of the Williams omnirange 061° True and the Reno omnirange 268° True radials; to the Reno, Nev., omnirange station. From the Utah Lake, Utah, omnirange station via the Myton, Utah, omnirange station; to the Kremmling, Colo., omnirange station.

§ 600.6201 *VOR civil airway No. 201 (Los Angeles, Calif., to Pasadena, Calif.)*. From the point of intersection of the Los Angeles omnirange 207° True and the Long Beach, Calif., omnirange 250° True radials via the Los Angeles, Calif., omnirange station; thence via the direct radial of the Los Angeles omnirange to the point of its intersection with the Long Beach omnirange 346° True and the Palmdale, Calif., omnirange 200° True radials.

§ 600.6202 *VOR civil airway No. 202 (Tucson, Ariz., to Truth or Consequences,*

N. Mex.). From the Tucson, Ariz., radio range station via the point of intersection of a straight line bearing 157° True from the Tucson radio range station with the Cochise omnirange 257° True radial; Cochise, Ariz., omnirange station; San Simon, Ariz., omnirange station; to the Truth or Consequences, N. Mex., omnirange station.

§ 600.6203 *VOR civil airway No. 203 (Norwich, Conn., to Massena, N. Y.)*. From the Norwich, Conn., omnirange station via the Chester, Mass., omnirange station; point of intersection of the Poughkeepsie, N. Y., omnirange 007° True and the Albany omnirange 140° True radials; Albany, N. Y., omnirange station; to the Massena, N. Y., omnirange station.

§ 600.6204 *VOR civil airway No. 204 (Hoquiam, Wash., to Olympia, Wash.)*. From the Hoquiam, Wash., omnirange station to the Olympia, Wash., omnirange station, excluding the airspace above 14,500 feet above mean sea level.

§ 600.6205 *VOR civil airway No. 205 (Springfield, Mo., to Kansas City, Mo.)*. From the Springfield, Mo., omnirange station via the Blue Springs, Mo., omnirange station, including a west alternate via the intersection of the Springfield omnirange 316° True and the Blue Springs omnirange 178° True radials; to the Kansas City, Mo., omnirange station. The portion of this airway which overlaps the Lake City restricted area (R-307) is excluded.

§ 600.6206 *VOR civil airway No. 206 (Blue Springs, Mo., to Kirksville, Mo.)*. From the Blue Springs, Mo., omnirange station via the intersection of the Blue Springs omnirange 056° True and the Kirksville omnirange 225° True radials; to the Kirksville, Mo., omnirange station. The portion of this airway which overlaps the Lake City Restricted Area (R-307) is excluded.

§ 600.6207 *VOR civil airway No. 207 (Denver, Colo., to Egbert, Wyo.)*. From the Denver, Colo., omnirange station to the point of intersection of the Denver omnirange 016° True and the Cheyenne omnirange 098° True radials.

§ 600.6208 *VOR civil airway No. 208 (Los Angeles, Calif., to Needles, Calif.)*. From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 185° True and the Oceanside omnirange 280° True radials; Oceanside, Calif., omnirange station; point of intersection of the Oceanside 101° True and the San Diego, Calif., omnirange 046° True radials; Thermal, Calif., omnirange station; to the Needles, Calif., omnirange station.

§ 600.6209 *VOR civil airway No. 209 (Los Angeles, Calif., to Paso Robles, Calif.)*. From the Long Beach, Calif., omnirange station via the intersection of the Long Beach omnirange 287° True and the Fillmore omnirange 163° True radials; Fillmore, Calif., omnirange station; to the Paso Robles, Calif., omnirange station.

§ 600.6210 *VOR civil airway No. 210 (Los Angeles, Calif., to Wheeling, W. Va.)*. From the Los Angeles, Calif., om-

omnirange station via the intersection of the Los Angeles omnirange 057° True and the Daggett omnirange 235° True radials; Daggett, Calif., omnirange station; Goffs, Calif., Valle, Ariz., omnirange station; Farmington, N. Mex., omnirange station; to the Pueblo, Colo., omnirange station. From the point of intersection of the Indianapolis, Ind., omnirange 069° True and the Fort Wayne, Ind., omnirange 182° True radials via the Sidney, Ohio, omnirange station; Tiverton, Ohio, omnirange station; intersection of the Tiverton omnirange 096° True and the Wheeling omnirange 282° True radials; to the Wheeling, W. Va., omnirange station.

§ 600.6211 VOR civil airway No. 211 (Fort Stockton, Tex., to Cotulla, Tex.). From the Fort Stockton, Tex., omnirange station via the point of intersection of the Rock Springs omnirange 308° True radial with the Fort Stockton omnirange direct radial to the Junction, Tex., omnirange station; Rock Springs, Tex., omnirange station; point of intersection of the Rock Springs omnirange 133° True radial with the Cotulla omnirange direct radial to the Junction, Tex., omnirange station; to the Cotulla, Tex., omnirange station.

§ 600.6212 VOR civil airway No. 212 (Ukiah, Calif., to Reno, Nev.). From the Ukiah, Calif., omnirange station via the intersection of the Ukiah omnirange 172° True and the Williams omnirange 241° True radials; Williams, Calif., omnirange station; point of intersection of the Williams omnirange 104° True and the Sacramento, Calif., omnirange 055° True radials; point of intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials; to the Reno, Nev., omnirange station.

§ 600.6213 VOR civil airway No. 213 (Rocky Mount, N. C., to Tappahannock, Va.). From the Rocky Mount, N. C., omnirange station via the Hopewell, Va., omnirange station; to the point of intersection of the Hopewell omnirange 019° True radial with the Brooke, Va., omnirange direct radial to the Cape Charles, Va., omnirange station.

§ 600.6214 VOR civil airway No. 214 (Shelbyville, Ind., to Wheeling, W. Va.). From the Shelbyville, Ind., omnirange station to the point of intersection of the Cincinnati, Ohio, omnirange 004° True and the Dayton, Ohio, omnirange 209° True radials. From the Columbus, Ohio, Port Columbus Airport ILS localizer via the Zanesville, Ohio, omnirange station; point of intersection of the Parkersburg, W. Va., omnirange 006° True and the Wheeling omnirange 252° True radials; to the Wheeling, W. Va., omnirange station.

§ 600.6215 VOR civil airway No. 215 (Muskegon, Mich., to White Cloud, Mich.). From the Muskegon, Mich., omnirange station to the White Cloud, Mich., omnirange station.

§ 600.6216 VOR civil airway No. 216 (Janesville, Wis., to Saginaw, Mich.). From the Janesville, Wis., omnirange station via the Muskegon, Mich., omnirange station; to the Saginaw, Mich., omnirange station.

§ 600.6217 VOR civil airway No. 217 (Chicago, Ill., to Green Bay, Wis.). From the Chicago, Ill., International (O'Hare) Airport terminal omnirange station via the point of intersection of the Chicago Heights, Ill., omnirange 358° True and the Milwaukee omnirange 135° True radials; point of intersection of the Milwaukee omnirange 135° True radial and the Milwaukee (General Mitchell Field) ILS localizer front course; Milwaukee, Wis. (General Mitchell Field) ILS localizer; intersection of the Milwaukee (General Mitchell Field) ILS localizer back course and the Green Bay omnirange 165° True radial; to the Green Bay, Wis., omnirange station.

§ 600.6218 VOR civil airway No. 218 (Chicago, Ill., to Flint, Mich.). From the point of intersection of the Rockford, Ill., omnirange 132° True and the Naperville, Ill., omnirange 292° True radials via the Naperville, Ill., omnirange station; Keeler, Mich., omnirange station; Lansing, Mich., omnirange station to the point of intersection of the Lansing omnirange 068° True and the Salem, Mich., omnirange 342° True radials.

§ 600.6219 VOR civil airway No. 219 (Ogden, Utah, to Malad City, Idaho.). From the Ogden, Utah, Omnirange station via the point of intersection of the Ogden omnirange 316° True and the Malad City omnirange 200° True radials; to the Malad City, Idaho, omnirange station.

§ 600.6220 VOR civil airway No. 220 (Kremmling, Colo., to Akron, Colo.). From the Kremmling, Colo., omnirange station via the point of intersection of the Kremmling omnirange 081° True and the Denver, Colo., omnirange 334° True radials; to the Akron, Colo., omnirange station.

§ 600.6221 VOR civil airway No. 221 (Fort Wayne, Ind., to Erie, Pa.). That airspace over United States territory from the Fort Wayne, Ind., omnirange station via the Litchfield, Mich., omnirange station; intersection of the Litchfield omnirange 050° True and the Salem omnirange 257° True radials; Salem, Mich., omnirange station; intersection of the Salem omnirange 079° True and the Erie omnirange 294° True radials; to the Erie, Pa., omnirange station.

§ 600.6222 VOR civil airway No. 222 (El Paso, Tex., to Houston, Tex.). From the El Paso, Tex., omnirange station via the Salt Flat, Tex., omnirange station; Culberson, Tex., omnirange station; Fort Stockton, Tex., omnirange station; Junction, Tex., omnirange station; point of intersection of the San Antonio omnirange 334° True and the Loretta, Tex., omnirange 192° True radials; San Antonio, Tex., omnirange station; point of intersection of the Austin, Tex., omnirange 109° True and the College Station, Tex., omnirange 202° True radials; to the Houston, Tex., omnirange station.

§ 600.6223 VOR civil airway No. 223 (Herndon, Va., to Harrisburg, Pa.). From the Herndon, Va., omnirange station to the Harrisburg, Pa., omnirange station.

§ 600.6224 VOR civil airway No. 224 (Detroit, Mich., to United States-

Canadian Border). That airspace over United States territory from the Carleton, Mich., omnirange station to the point of intersection of the Carleton omnirange 076° True and the Erie, Pa., omnirange 280° True radials.

§ 600.6225 VOR civil airway No. 225 (Key West, Fla., to Vero Beach, Fla.). From the Key West, Fla., omnirange station via the Fort Myers, Fla., omnirange station; La Belle, Fla., omnirange station; to the Vero Beach, Fla., omnirange station. The portions of this airway above 20,000 feet above mean sea level, which overlap the Key West Warning Area (W-173), are excluded.

§ 600.6226 VOR civil airway No. 226 (Williamsport, Pa., to New York, N. Y.). From the Williamsport, Pa., omnirange station via the point of intersection of the Williamsport omnirange 088° True and the Wilkes-Barre-Scranton, Pa., omnirange 238° True radials; Stillwater, N. J., omnirange station; to the point of intersection of the Wilkes-Barre-Scranton, Pa., omnirange 117° True and the Wilton, Conn., omnirange 240° True radials.

§ 600.6227 VOR civil airway No. 227 (Louisville, Ky., to Peotone, Ill.). From the Louisville, Ky., omnirange station via the intersection of the Louisville omnirange 310° and the Indianapolis omnirange 185° True radials; Indianapolis, Ind., omnirange station; intersection of the Indianapolis omnirange 311° True and the Lafayette omnirange 159° True radials; Lafayette, Ind., omnirange station; intersection of the Lafayette omnirange 313° True and the Peotone omnirange 153° True radials; to the Peotone, Ill., omnirange station.

§ 600.6228 VOR civil airway No. 228 (Wheeling, Ill., to South Bend, Ind.). From the Northbrook, Ill., omnirange station to the South Bend, Ind., omnirange station.

§ 600.6229 VOR civil airway No. 229 (Wilmington, N. C., to Cofield, N. C.). From the Wilmington, N. C., omnirange station via the New Bern, N. C., omnirange station; to the Cofield, N. C., omnirange station. The portion of this airway above 5,500 feet above mean sea level within 60 miles of a point at latitude 34°54'30" north, longitude 76°53'00" west, is excluded daily from sunset to sunrise.

§ 600.6230 VOR civil airway No. 230 (Salinas, Calif., to Fresno, Calif.). From the Salinas, Calif., omnirange station to the Fresno, Calif., omnirange station.

§ 600.6231 VOR civil airway No. 231 (Missoula, Mont., to Ronan, Mont.). From the Missoula, Mont., omnirange station to the point of intersection of the Missoula omnirange 354° True and the Mullan Pass, Mont., omnirange 089° True radials.

§ 600.6232 VOR civil airway No. 232 (Cleveland, Ohio, to Fitzgerald, Pa.). From the point of intersection of the Cleveland, Ohio, omnirange direct radial to the Jefferson, Ohio, omnirange station with the Chardon omnirange 280° True radial via the Chardon, Ohio,

omnirange station; to the Fitzgerald, Pa., omnirange station.

§ 600.6233 *VOR civil airway No. 233 (Springfield, Ill., to Cedar Rapids, Iowa).* From the Springfield, Ill., omnirange station via the Peoria, Ill., omnirange station; Bradford, Ill., omnirange station; Moline, Ill., omnirange station; to the Cedar Rapids, Iowa, omnirange station.

§ 600.6234 *VOR civil airway No. 234 (Anton Chico, N. Mex., to Dalhart, Tex.).* From the Anton Chico, N. Mex., omnirange station via the intersection of the Anton Chico omnirange 067° True and the Dalhart omnirange 243° True radials; to the Dalhart, Tex., omnirange station.

§ 600.6235 *VOR civil airway No. 235 (Utah Lake, Utah, to Fort Bridger, Wyo.).* From the Utah Lake, Utah, omnirange station to the Fort Bridger, Wyo., omnirange station.

§ 600.6236 *VOR civil airway No. 236 (Bonneville, Utah, to Ogden, Utah).* From the Bonneville, Utah, omnirange station via the intersection of the Bonneville omnirange 084° True and the Ogden omnirange 235° True radials; to the Ogden, Utah, omnirange station.

§ 600.6237 *VOR civil airway No. 237 (Needles, Calif., to Mormon Mesa, Nev.).* From the Needles, Calif., omnirange station to the Mormon Mesa, Nev., omnirange station.

§ 600.6238 *VOR civil airway No. 238 (Philipsburg, Pa., to Atlantic City, N. J.).* From the Philipsburg, Pa., omnirange station via the point of intersection of the Philipsburg omnirange direct radial to the Selinsgrove, Pa., omnirange station with the Williamsport, Pa., omnirange 227° True radial; Tower City, Pa., omnirange station; West Chester, Pa., omnirange station; point of intersection of the West Chester omnirange 120° True radial and the Philadelphia, Pa., International Airport ILS localizer 256° True course; Woodstown, N. J., omnirange station; to the point of intersection of the Woodstown omnirange 106° True and the Coyle, N. J., omnirange 203° True radials. The portion of this airway which conflicts with the Indiantown Gap restricted area (R-69) is excluded.

§ 600.6239 *VOR civil airway No. 239 (Wildwood, N. J., to Newark, N. J.).* From the point of intersection of the Coyle, N. J., omnirange 203° True and the Woodstown omnirange 154° True radials via the Woodstown, N. J., omnirange station; to the point of intersection of the West Chester, Pa., omnirange 120° True radial and the Philadelphia, Pa., International Airport ILS localizer 256° True course. From the Philadelphia, Pa., International Airport ILS localizer via the Yardley, Pa., omnirange station; to the Newark, N. J., Airport ILS outer marker.

§ 600.6240 *VOR civil airway No. 240 (New Orleans, La., to Mobile, Ala.).* From the New Orleans, La., omnirange station via the intersection of the New Orleans omnirange 106° True and the Mobile omnirange 224° True radials; to the Mobile, Ala., omnirange station.

§ 600.6241 *VOR civil airway No. 241 (Crestview, Fla., to Atlanta, Ga.).* From

the Crestview, Fla., omnirange station via the intersection of the Crestview omnirange 076° True and the Dothan terminal omnirange 240° True radials; Dothan, Ala., terminal omnirange station; Columbus, Ga., omnirange station; intersection of the Columbus omnirange 018° True and the Atlanta omnirange 232° True radials; to the Atlanta, Ga., omnirange station. The portion of this airway above 19,000 feet above mean sea level, which lies within the Tyndall AFB restricted area (R-336), is excluded daily between sunset and sunrise.

§ 600.6242 *VOR civil airway No. 242 (Mobile, Ala., to Magnolia Springs, Ala.).* From the Mobile, Ala., omnirange station to the point of intersection of the Mobile omnirange 134° True and the New Orleans, La., omnirange direct radial to the Pensacola (Saufley Field), Fla., omnirange station.

§ 600.6243 *VOR civil airway No. 243 (Chattanooga, Tenn., to Scotland, Ind.).* From the Chattanooga, Tenn., omnirange station via the Bowling Green, Ky., omnirange station; to the Scotland, Ind., omnirange station.

§ 600.6244 *VOR civil airway No. 244 (Oakland, Calif., to Modesto, Calif.).* From the Oakland, Calif., omnirange station via the intersection of the Oakland omnirange 078° True and the Modesto omnirange 312° True radials; to the Modesto, Calif., omnirange station.

§ 600.6245 *VOR civil airway No. 245.* [Unassigned.]

§ 600.6246 *VOR civil airway No. 246 (Dayton, Ohio, to Mansfield, Ohio).* From the Dayton, Ohio, omnirange station to the Mansfield, Ohio, omnirange station.

§ 600.6247 *VOR civil airway No. 247 (Douglas, Wyo., to Crazy Woman, Wyo.).* From the Douglas, Wyo., omnirange station to the Crazy Woman, Wyo., omnirange station.

§ 600.6248 *VOR civil airway No. 248 (Paso Robles, Calif., to Bakersfield, Calif.).* From the Paso Robles, Calif., omnirange station to the Bakersfield, Calif., omnirange station.

§ 600.6249 *VOR civil airway No. 249 (Caldwell, N. J., to Utica, N. Y.).* From the Caldwell, N. J., omnirange station via the Huguenot, N. Y., omnirange station; DeLancey, N. Y., omnirange station; Rockdale, N. Y., omnirange station; to the Utica, N. Y., nondirectional radio beacon.

§ 600.6250 *VOR civil airway No. 250 (Bergholz, Ohio, to Fitzgerald, Pa.).* From the point of intersection of the Youngstown, Ohio, omnirange 195° True and the Wheeling, W. Va., omnirange 313° True radials via the Ellwood City, Pa., omnirange station; intersection of the Ellwood City omnirange 054° True and the Fitzgerald omnirange 240° True radials; to the Fitzgerald, Pa., omnirange station.

§ 600.6251 *VOR civil airway No. 251 (Washington, D. C., to New York, N. Y.).* From the Riverdale, Md., nondirectional radio beacon via the Westminster, Md., omnirange station; Pottstown, Pa., omni-

range station; point of intersection of the Pottstown omnirange 044° True and the Allentown, Pa., omnirange 103° True radials; to the Caldwell, N. J., omnirange station.

§ 600.6252 *VOR civil airway No. 252 (Binghamton, N. Y., to New York, N. Y.).* From the Binghamton, N. Y., omnirange station via the point of intersection of the Binghamton omnirange 130° True radial with the Wilkes-Barre-Scranton, Pa., omnirange direct radial to the point of intersection of the DeLancey, N. Y., omnirange 289° True radial with the Binghamton, N. Y., omnirange direct radial to the Rockdale, N. Y., omnirange station; Huguenot, N. Y., omnirange station; to the point of intersection of the Wilkes-Barre-Scranton, Pa., 117° True and the Wilton, Conn., omnirange 240° True radials.

§ 600.6253 *VOR civil airway No. 253 (Utah Lake, Utah, to Boise, Idaho).* From the Utah Lake, Utah, omnirange station to the point of intersection of the Utah Lake omnirange 315° True and the Salt Lake City, Utah, omnirange 265° True radials. From the Bonneville, Utah, omnirange station via the Lucin, Utah, omnirange station; Twin Falls, Idaho, omnirange station; to the Boise, Idaho, omnirange station.

§ 600.6254 *VOR civil airway No. 254 (Reinholds, Pa., to Columbus, N. J.).* From the point of intersection of the West Chester, Pa., omnirange 314° True and the Allentown, Pa., omnirange 228° True radials via the Pottstown, Pa., omnirange station; to the point of intersection of the Pottstown omnirange 104° True and the Colts Neck, N. J., omnirange 242° True radials.

§ 600.6255 *VOR civil airway No. 255 (Burlington, Iowa, to Janesville, Wis.).* From the Burlington, Iowa, omnirange station via the intersection of the Burlington omnirange 034° True and the Moline omnirange 199° True radials; Moline, Ill., omnirange station; Rockford, Ill., omnirange station; to the Janesville, Wis., omnirange station.

§ 600.6256 *VOR civil airway No. 256 (Reinhold, Pa., to Yardley, Pa.).* From the point of intersection of the West Chester, Pa., omnirange 314° True and the Allentown, Pa., omnirange 228° True radials via the Pottstown, Pa., omnirange station; to the Yardley, Pa., omnirange station.

§ 600.6257 *VOR civil airway No. 257 (Delta, Utah, to Ogden, Utah).* From the Delta, Utah, omnirange station via the intersection of the Delta omnirange 004° True and the Ogden omnirange 194° True radials; to the Ogden, Utah, omnirange station. The portion of this airway below 11,000 feet mean sea level which overlaps and lies within the Desert restricted area (R-514) is excluded.

§ 600.6258 *VOR civil airway No. 258 (Charleston, W. Va., to Roanoke, Va.).* From the Charlestown, W. Va., omnirange station via the point of intersection of the Charleston omnirange 129° True and the Montebello, Va., omnirange 256° True radials; Roanoke, Va., terminal omnirange station; to the point of

intersection of the Greensboro, N. C., omnirange direct radial to the Montebello, Va., omnirange station with the South Boston, Va., omnirange 298° True radials.

§ 600.6259 VOR civil airway No. 259 (Charlotte, N. C., to Tri-City, Tenn.). From the Charlotte, N. C., omnirange station to the Tri-City, Tenn., omnirange station.

§ 600.6260 VOR civil airway No. 260 (Charleston, W. Va., to Roanoke, Va.). From the Charleston, W. Va., omnirange station via the intersection of the Charleston omnirange 104° True and the Roanoke terminal omnirange 328° True radials; to the Roanoke, Va., terminal omnirange station.

§ 600.6261 VOR civil airway No. 261 (Pulaski, Va., to Hinton, W. Va.). From the Pulaski, Va., omnirange station to the point of intersection of the Charleston, W. Va., omnirange 129° True and the Montebello, Va., omnirange 256° True radials.

§ 600.6262 VOR civil airway No. 262 (Bradford, Ill., to Chicago, Ill.). From the Bradford, Ill., omnirange station via the Joliet, Ill., omnirange station; to the point of intersection of the Joliet omnirange 056° True and the Peotone, Ill., omnirange 003° True radials.

§ 600.6263 VOR civil airway No. 263 (Lamar, Colo., to Thurman, Colo.). From the Lamar, Colo., omnirange station via the Hugo, Colo., omnirange station; to the Thurman, Colo., omnirange station.

§ 600.6264 VOR civil airway No. 264 (Ontario, Calif., to Giant Rock, Calif.). From the Ontario, Calif., omnirange station to the point of intersection of the Ontario omnirange 061° True and the Daggett, Calif., omnirange 160° True radials.

§ 600.6265 VOR civil airway No. 265 (Washington, D. C., to Harrisburg, Pa.). From the Riverdale, Md., nondirectional radio beacon via the Westminster, Md., omnirange station; point of intersection of the Westminster omnirange 345° True and the Harrisburg omnirange 196° True radials; to the Harrisburg, Pa., omnirange station.

§ 600.6266 VOR civil airway No. 266 (South Boston, Va., to Elizabeth City, N. C.). From the South Boston, Va., omnirange station to the Lawrenceville, Va., omnirange station. From the point of intersection of the Lawrenceville omnirange 076° True and the Elizabeth City omnirange 311° True radials; to the Elizabeth City, N. C., omnirange station.

§ 600.6267 VOR civil airway No. 267 (Miami, Fla., to Jacksonville, Fla.). From the Miami, Fla., omnirange station via the intersection of the Miami omnirange 338° True and the Orlando omnirange 164° True radials; Orlando Fla., omnirange station; to the Jacksonville, Fla., omnirange station, including an east alternate from the Orlando omnirange station to the Jacksonville omnirange station via the Daytona Beach, Fla., omnirange station and the point of intersection of the Daytona Beach omnirange

311° True with the Jacksonville omnirange direct radial to the Orlando omnirange station. The portions of this airway which overlap the Jacksonville restricted area (R-161), the Lake George restricted area (R-176) and the Sterling restricted areas (R-169 and R-170) are excluded.

§ 600.6268 VOR civil airway No. 268 (Keymar, Md., to Baltimore, Md.). From the point of intersection of the Martinsburg, W. Va., omnirange 072° True and the Herndon, Va., omnirange 015° True radials via the Westminster, Md., omnirange station; to the Baltimore, Md., omnirange station.

§ 600.6269 VOR civil airway No. 269 (Wells, Nev., to Dubois, Idaho). From the Wells, Nev., omnirange station via the Twin Falls, Idaho, omnirange station; Burley, Idaho, omnirange station; Pocatello, Idaho, omnirange station; to the Dubois, Idaho, omnirange station.

§ 600.6270 VOR civil airway No. 270 (Binghamton, N. Y., to Chester, Mass.). From the Binghamton, N. Y., omnirange station via the De Lancey, N. Y., omnirange station; to the Chester, Mass., omnirange station.

§ 600.6271 VOR civil airway No. 271 (Bonneville, Utah, to Burley, Idaho). From the Bonneville, Utah, omnirange station via the Lucin, Utah, omnirange station; intersection of the Lucin omnirange 353° True and the Burley omnirange 192° True radials; to the Burley, Idaho, omnirange station.

§ 600.6272 VOR civil airway No. 272 (Sayre, Okla., to Oklahoma City, Okla.). From the Sayre, Okla., omnirange station to the Oklahoma City, Okla., omnirange station, including a north alternate.

§ 600.6273 VOR civil airway No. 273 (Downsville, N. Y., to Syracuse, N. Y.). From the DeLancey, N. Y., omnirange station via the point of intersection of the DeLancey omnirange 289° True radial with the Binghamton, N. Y., omnirange direct radial to the Rockdale, N. Y., omnirange station; to the Syracuse, N. Y., omnirange station.

§ 600.6274 VOR civil airway No. 274 (Grand Rapids, Mich., to Saginaw, Mich.). From the Grand Rapids, Mich., Kent County Airport ILS outer marker to the Saginaw, Mich., omnirange station.

§ 600.6275 VOR civil airway No. 275 (Cincinnati, Ohio, to Detroit, Mich.). From the Cincinnati, Ohio, omnirange station via the point of intersection of the Cincinnati omnirange 004° True and the Dayton omnirange 209° True radials; Dayton, Ohio, omnirange station; point of intersection of the Findlay omnirange 212° True radial with the Sidney, Ohio, omnirange direct radial to the Fort Wayne, Indiana, omnirange station; Findlay, Ohio, omnirange station; Waterville, Ohio, omnirange station; to the Carleton, Mich., omnirange station.

§ 600.6276 VOR civil airway No. 276 (Ellwood City, Pa., to Monmouth, N. J.). From the Ellwood City, Pa., omnirange station via the point of intersection of the Ellwood City omnirange 102° True

and the Fitzgerald, Pa., omnirange 191° True radials; Tyrone, Pa., omnirange station; point of intersection of the Philipsburg, Pa., omnirange direct radial to the Harrisburg, Pa., omnirange station with the Tower City omnirange 279° True radial; Tower City, Pa., omnirange station; Yardley, Pa., omnirange station; to the point of intersection of the Yardley omnirange 098° True radial with the Coyle, N. J., omnirange direct radial to the Idlewild, N. Y., omnirange station.

§ 600.6277 VOR civil airway No. 277 (Plain City, Ohio, to Keeler, Mich.). From the point of intersection of the Sidney omnirange 109° True radial with the Appleton, Ohio, omnirange direct radial to the Dayton, Ohio, omnirange station via the Sidney, Ohio, omnirange station; Fort Wayne, Ind., omnirange station; to the Keeler, Mich., omnirange station.

§ 600.6278 VOR civil airway No. 278 (Guthrie, Tex., to Fort Worth, Tex.). From the Guthrie, Tex., omnirange station to the Fort Worth, Tex., omnirange station.

§ 600.6279 VOR civil airway No. 279 (Columbus, Ohio, to Findlay, Ohio). From the Columbus, Ohio, radio range station to the Findlay, Ohio, omnirange station.

§ 600.6280 VOR civil airway No. 280 (El Paso, Tex., to Kansas City, Mo.). From the El Paso, Tex., omnirange station via the point of intersection of the El Paso omnirange 092° True and the Pinon omnirange 219° True radials; Pinon, N. Mex., omnirange station; Roswell, N. Mex., omnirange station; point of intersection of the Roswell omnirange 063° True and the Lubbock, Tex., omnirange 277° True radials; Texico, N. Mex., omnirange station; intersection of the Texico omnirange 021° True and the Amarillo omnirange 267° True radials; to the Amarillo, Tex., omnirange station. From the Gage, Okla., omnirange station via the Hutchinson, Kans., omnirange station; intersection of the Hutchinson omnirange 062° True and the Topeka omnirange 236° True radials; Topeka, Kans., omnirange station; intersection of the Topeka omnirange 064° True and the Kansas City omnirange 275° True radials; to the Kansas City, Mo., omnirange station. The portion of this airway which overlaps the McGregor Restricted Area (R-211) is excluded.

§ 600.6281 VOR civil airway No. 281 (Redmond, Oreg., to Spokane, Wash.). From the Redmond, Oreg., omnirange station via the Pendleton, Oreg., omnirange station; to the Spokane, Wash., omnirange station.

§ 600.6282 VOR civil airway No. 282 (Cofield, N. C., to Elizabeth City, N. C.). From the Cofield, N. C., omnirange station to the Elizabeth City, N. C., omnirange station.

§ 600.6283 VOR civil airway No. 283 (Redmond, Oreg., to Portland, Oreg.). From the Redmond, Oreg., omnirange station via the intersection of the Redmond omnirange 288° True and the Portland omnirange 166° True radials;

to the Portland, Oreg., omnirange station.

§ 600.6284 *VOR civil airway No. 284 (Fort Stockton, Tex., to San Angelo, Tex.).* From the Fort Stockton, Tex., omnirange station to the San Angelo, Tex., omnirange station.

§ 600.6285 *VOR civil airway No. 285 (Myton, Utah, to Rawlins, Wyo.).* From the Myton, Utah, omnirange station to the Rawlins-Cherokee, Wyo., omnirange station.

§ 600.6286 *VOR civil airway No. 286 (Front Royal, Va., to Cape Charles, Va.).* From the Front Royal, Va., omnirange station via the point of intersection of the Brooke omnirange 306° True radial with the Gordonsville, Va., omnirange direct radial to the Herndon, Va., omnirange station; to the Cape Charles, Va., omnirange station. The portions of this airway which overlies the Quantico Restricted Area (R-37), the West Dahlgren Restricted Area (R-38) and the Camp A. P. Hill Restricted Area (R-40) are excluded.

§ 600.6287 *VOR civil airway No. 287 (North Bend, Oreg., to Newberg, Oreg.).* From the North Bend, Oreg., omnirange station to the Newberg, Oreg., omnirange station.

§ 600.6288 *VOR civil airway No. 288 (Lucin, Utah, to Fort Bridger, Wyo.).* From the Lucin, Utah, omnirange station via the point of intersection of the Fort Bridger omnirange 278° True radial with the Ogden, Utah, omnirange direct radial to the Malad City, Idaho, omnirange station; to the Fort Bridger, Wyo., omnirange station.

§ 600.6289 *VOR civil airway No. 289 (Beaumont, Tex., to Lufkin, Tex.).* From the Beaumont, Tex., omnirange station via the intersection of the Beaumont omnirange 334° True and the Lufkin omnirange 160° True radials; to the Lufkin, Tex., omnirange station, including an east alternate via the intersection of the Beaumont omnirange 349° True and the Lufkin omnirange 145° True radials.

§ 600.6290 *VOR civil airway No. 290.* [Unassigned.]

§ 600.6291 *VOR civil airway No. 291 (Prescott, Ariz., to Valle, Ariz.).* From the Prescott, Ariz., omnirange station via the Drake, Ariz., omnirange station; to the Valle, Ariz., omnirange station.

HAWAIIAN VOR CIVIL AIRWAYS

§ 600.6401 *Hawaiian VOR civil airway No. 1.* From the Hilo, Hawaii, T. H., omnirange station to the point of intersection of the Hilo omnirange 034° True and the Upolu Point, Hawaii, T. H., omnirange 096° True radials.

§ 600.6402 *Hawaiian VOR civil airway No. 2.* From the Lihue, Kauai, T. H., omnirange station via the point of intersection of the Lihue omnirange 126° True and the Honolulu omnirange 261° True radials; Honolulu, Oahu, T. H., omnirange station, including a south alternate from the Lihue omnirange station to the Honolulu omnirange station

via the intersection of the Lihue omnirange 141° True and the Honolulu omnirange 246° True radials; Lanai, T. H., omnirange station, including a south alternate; point of intersection of the Lanai omnirange 111° True and the Upolu Point omnirange 302° True radials; Upolu Point, Hawaii, T. H., omnirange station; point of intersection of the Upolu Point omnirange 096° True and the Hilo omnirange 334° True radials; Hilo, Hawaii, T. H., omnirange station; to the intersection of the Hilo omnirange 089° True radial with a point 33 statute miles east from the Hilo omnirange station. The portions of this airway which overlap the Kahoolawe Restricted Area (R-327) are excluded.

§ 600.6403 *Hawaiian VOR civil airway No. 3.* From the intersection of the Hilo omnirange 173° True radial with a point 36 statute miles south from the Hilo omnirange station via the Hilo, Hawaii, T. H., omnirange station; to the point of intersection of the Hilo omnirange 004° True and the Upolu Point, Hawaii, T. H., omnirange 096° True radials.

§ 600.6404 *Hawaiian VOR civil airway No. 4.* From the point of intersection of the Lihue, Kauai, T. H., omnirange 186° True and the Honolulu omnirange 246° True radials via the Honolulu, Oahu, T. H., omnirange station, including a north alternate from the point of intersection of the Lihue omnirange 189° True and the Honolulu omnirange 261° True radials to the Honolulu omnirange station; to the point of intersection of the Honolulu omnirange 061° True and the Kahului, Maui, T. H., omnirange 352° True radials. In addition, this airway shall include the airspace between straight lines starting from a point on each outer boundary of the airway, at a distance of 50 statute miles southwest and also northeast from the Honolulu omnirange station, and diverging southwestward and northeastward at angles of 6° relative to the airway's centerline. The north alternate shall include the airspace between straight lines starting from a point on each outer boundary of the north alternate, at a distance of 50 statute miles west from the Honolulu omnirange station, and diverging westward at angles of 6° relative to the north alternate's centerline. The portion of this airway at and below 5,000 feet, mean sea level, which overlaps the Kaneohe Bay Airspace Reservation (P-331) is excluded. The portion of this airway which overlaps the Waikane Restricted Area (R-496) is excluded.

§ 600.6405 *Hawaiian VOR civil airway No. 5.* From the point of intersection of the Lanai, T. H., omnirange 111° True and the Kahului omnirange 204° True radials to the Kahului, Maui, T. H., omnirange station. The portion of this airway which overlaps the Kahoolawe Restricted Area (R-327) is excluded.

§ 600.6406 *Hawaiian VOR civil airway No. 6.* From the point of intersection of the Molokai, T. H., omnirange 067° True and the Kahului, Maui, T. H., omnirange 331° True radials via the Kahului, Maui, T. H., omnirange station; point of intersection of the Kahului omnirange 080° True and the Hilo omnirange 334° True radials; to the Hilo, Hawaii, T. H., omnirange station. The portion of this airway between the Kahului omnirange station and the point of intersection of the Kahului omnirange 080° True and the Hilo omnirange 334° True radials which lies in proximity to the Mokuhoonike Restricted Area (R-326) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 600.6407 *Hawaiian VOR civil airway No. 7.* From the Lanai, T. H., omnirange station to the Molokai, T. H., omnirange station. The portion of this airway which overlaps the Molokai Restricted Area (R-325) is excluded.

§ 600.6408 *Hawaiian VOR civil airway No. 8.* From the point of intersection of the Honolulu, Oahu, T. H., omnirange 179° True and the Molokai, T. H., omnirange 268° True radials via the Molokai, T. H., omnirange station; to the point of intersection of the Molokai omnirange 067° True and the Upolu Point, Hawaii, T. H., omnirange 012° True radials. In addition, this airway shall include the airspace between straight lines starting from a point on each outer boundary of the airway, at a distance of 50 statute miles northeast from the Molokai omnirange station, and diverging northeastward at angles of 6° relative to the centerline of the airway. The portion of this airway which overlaps the West Molokai Restricted Area (R-325) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 600.6409 *Hawaiian VOR civil airway No. 9.* From the point of intersection of the Lanai, T. H., omnirange 224° True and the Honolulu omnirange 179° True radials to the Honolulu, Oahu, T. H., omnirange station. In addition, this airway shall include the airspace between straight lines starting from a point on each outer boundary of the airway, at a distance of 50 statute miles south from the Honolulu omnirange station, and diverging southward at angles of 6° relative to the centerline of the airway. The portion of this airway above 21,000 feet, mean sea level, which overlaps Warning Area C (W-321) is excluded.

§ 600.6410 *Hawaiian VOR civil airway No. 10.* From the Upolu Point, Hawaii, T. H., omnirange station to the point of intersection of the Upolu Point omnirange 096° True and the Hilo, Hawaii, T. H., omnirange 034° True radials.

§ 600.6411 *Hawaiian VOR civil airway No. 11.* From the Upolu Point, Hawaii, T. H., omnirange station to the point of intersection of the Upolu Point omnirange 349° True and the Kahului, Maui, T. H., omnirange 080° True radials.

§ 600.6412 *Hawaiian VOR civil airway No. 12.* From the Upolu Point, Hawaii, T. H., omnirange station to the point of intersection of the Upolu Point omnirange 349° True and the Kahului, Maui, T. H., omnirange 080° True radials.

TRANSCONTINENTAL VOR CIVIL AIRWAYS

§ 600.6600 *VOR civil airway No. 1500 (San Francisco, Calif., to New York, N. Y.).* From the point of intersection of the Oakland omnirange 217° True and the Salinas omnirange 319° True

radials via the Oakland, Calif., omnirange station; Sacramento, Calif., omnirange station; intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials; Reno, Nev., omnirange station; to the Lovelock, Nev., omnirange station. From the Burley, Idaho, omnirange station to the Pocatello, Idaho, omnirange station. From the Watertown, S. Dak., omnirange station via the Minneapolis, Minn., omnirange station; Eau Claire, Wis., omnirange station; Wausau, Wis., omnirange station; Green Bay, Wis., omnirange station; to the White Cloud, Mich., omnirange station. From the Erie, Pa., omnirange station via the Bradford, Pa., omnirange station; Selinsgrove, Pa., omnirange station; point of intersection of the Selinsgrove omnirange 104° True and the Allentown, Pa., omnirange 211° True radials; Colts Neck, N. J., omnirange station; point of intersection of the Colts Neck omnirange 078° True and the Idlewild omnirange 212° True radials; to the Idlewild, N. Y., omnirange station.

§ 600.6602 VOR civil airway No. 1502 (San Francisco, Calif., to New York, N. Y.). From the point of intersection of the Oakland omnirange 217° True and the Salinas, Calif., omnirange 319° True radials via the Oakland, Calif., omnirange station; Sacramento, Calif., omnirange station; intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials; Reno, Nev., omnirange station; to the Lovelock, Nev., omnirange station. From the Burley, Idaho, omnirange station to the Pocatello, Idaho, omnirange station. From the Rapid City, S. Dak., omnirange station via the Philip, S. Dak., omnirange station; Pierre, S. Dak., omnirange station; Huron, S. Dak., omnirange station; to the Redwood Falls, Minn., omnirange station. From the Lone Rock, Wis., omnirange station via the intersection of the Lone Rock omnirange 103° True and the Milwaukee omnirange 273° True radials; Milwaukee, Wis., omnirange station; Muskegon, Mich., omnirange station; Lansing, Mich., omnirange station; Salem, Mich., omnirange station; Windsor, Ont., omnirange station; Erie, Pa., omnirange station; Bradford, Pa., omnirange station; Selinsgrove, Pa., omnirange station; point of intersection of the Selinsgrove omnirange 104° True and the Allentown, Pa., omnirange 211° True radials; Colts Neck, N. J., omnirange station; point of intersection of the Colts Neck omnirange 078° True and the Idlewild omnirange 212° True radials; to the Idlewild, N. Y., omnirange station.

§ 600.6604 VOR civil airway No. 1504 (San Francisco, Calif., to Washington, D. C.). From the point of intersection of the Oakland omnirange 217° True and the Salinas, Calif., omnirange 319° True radials via the Oakland, Calif., omnirange station; Sacramento, Calif., omnirange station; intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials; Reno, Nev., omnirange station; Lovelock, Nev., omnirange station; Battle Mountain, Nev., omnirange station; Elko, Nev., omnirange station; to the Wells, Nev.,

omnirange station. From the Lone Rock, Wis., omnirange station via the point of intersection of the Lone Rock omnirange 103° True and the Milwaukee omnirange 273° True radials; Milwaukee, Wis., omnirange station; Pullman, Mich., omnirange station; Litchfield, Mich., omnirange station; intersection of the Litchfield omnirange 098° True and the Carleton omnirange 264° True radials; Carleton, Mich., omnirange station; intersection of the Carleton omnirange 097° True and the Cleveland omnirange 327° True radials; Cleveland, Ohio, omnirange station; Wheeling, W. Va., omnirange station; Grantsville, Md., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° True and the Washington terminal omnirange 245° True radials; to the Washington, D. C., terminal omnirange station.

§ 600.6606 VOR civil airway No. 1506 (San Francisco, Calif., to Washington, D. C.). From the point of intersection of the Oakland omnirange 217° True and the Salinas, Calif., omnirange 319° True radials via the Oakland, Calif., omnirange station; to the Modesto, Calif., omnirange station. From the Bonneville, Utah, omnirange station via the Salt Lake City, Utah, omnirange station; Fort Bridger, Wyo., omnirange station; Rock Springs, Wyo., omnirange station; Cherokee, Wyo., omnirange station; Rock River, Wyo., omnirange station; to the Chadron, Nebr., omnirange station. From the Sioux City, Iowa, omnirange station via the Fort Dodge, Iowa, omnirange station; Waterloo, Iowa, omnirange station; Dubuque, Iowa, omnirange station; Rockford, Ill., omnirange station; Northbrook, Ill., omnirange station; intersection of the Northbrook omnirange 093° True and the Keeler omnirange 271° True radials; Keeler, Mich., omnirange station; point of intersection of the Keeler omnirange 085° True and the Litchfield omnirange 293° True radials; Litchfield, Mich., omnirange station; Waterville, Ohio, omnirange station; Appleton, Ohio, omnirange station; Zanesville, Ohio, omnirange station; Morgantown, W. Va., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° True and the Washington terminal omnirange 245° True radials; to the Washington, D. C., terminal omnirange station.

§ 600.6608 VOR civil airway No. 1508 (Los Angeles, Calif., to New York, N. Y.). From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 057° True and the Daggett omnirange 235° True radials; Daggett, Calif., omnirange station; Las Vegas, Nev., omnirange station; Mormon Mesa, Nev., omnirange station; to the Milford, Utah, omnirange station. From the Sioux City, Iowa, omnirange station via the Fort Dodge, Iowa, omnirange station; Waterloo, Iowa, omnirange station; Dubuque, Iowa, omnirange station; Rockford, Ill., omnirange station; Northbrook, Ill., omnirange station; intersection of the Northbrook omnirange 093° True and the Keeler omnirange 271° True radials; Keeler, Mich., omnirange station; point of intersection of the Keel-

er omnirange 085° True and the Litchfield omnirange 293° True radials; Litchfield, Mich., omnirange station; intersection of the Litchfield omnirange 098° True and the Carleton omnirange 264° True radials; Carleton, Mich., omnirange station; Jefferson, Ohio, omnirange station; point of intersection of the Bradford, Pa., omnirange 260° True and the Fitzgerald omnirange 304° True radials; Fitzgerald, Pa., omnirange station; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; point of intersection of the Selinsgrove omnirange 104° True and the Allentown, Pa., omnirange 211° True radials; Colts Neck, N. J., omnirange station; point of intersection of the Colts Neck omnirange 078° True and the Idlewild omnirange 212° True radials; to the Idlewild, N. Y., omnirange station.

§ 600.6610 VOR civil airway No. 1510 (Los Angeles, Calif., to New York, N. Y.). From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 057° True and the Daggett omnirange 235° True radials; Daggett, Calif., omnirange station; Las Vegas, Nev., omnirange station; Mormon Mesa, Nev., omnirange station; Bryce Canyon, Utah, omnirange station; Hanksville, Utah, omnirange station; Grand Junction, Colo., omnirange station; Kremmling, Colo., omnirange station; Denver, Colo., omnirange station; Akron, Colo., omnirange station; Imperial, Nebr., omnirange station; Grand Island, Nebr., omnirange station; Omaha, Nebr., omnirange station; Des Moines, Iowa, omnirange station; Iowa City, Iowa, omnirange station; Moline, Ill., omnirange station; Naperville, Ill., omnirange station; South Bend, Ind., omnirange station; intersection of the South Bend omnirange 092° True and the Waterville omnirange 288° True radials; Waterville, Ohio, omnirange station, including a south alternate from the Iowa City omnirange station to the Waterville omnirange station via the point of intersection of the Iowa City omnirange 093° True and the Joliet omnirange 265° True radials, the Joliet, Ill., omnirange station, the Chicago Heights, Ill., omnirange station and the Goshen, Ind., omnirange station; Cleveland, Ohio, omnirange station; Youngstown, Ohio, omnirange station; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; point of intersection of the Selinsgrove omnirange 104° True and the Allentown, Pa., omnirange 211° True radials; Colts Neck, N. J., omnirange station; point of intersection of the Colts Neck omnirange 078° True and the Idlewild omnirange 212° True radials; to the Idlewild, N. Y., omnirange station.

§ 600.6612 VOR civil airway No. 1512 (Los Angeles, Calif., to New York, N. Y.). From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 057° True and the Daggett omnirange 235° True radials; Daggett, Calif., omnirange station; Goffs, Calif., omnirange station; Valle, Ariz., omnirange station; to the Farmington, N. Mex., omnirange station. From the Russell, Kans., omnirange station via the Salina, Kans., omnirange station; Topeka, Kans., omnirange station; Kan-

sas City, Mo., omnirange station; Macon, Mo., omnirange station; Quincy, Ill., omnirange station; to the Springfield, Ill., omnirange station, including a south alternate from the Kansas City, Mo., omnirange station to the Indianapolis, Ind., omnirange station via the Columbia, Mo., omnirange station, the St. Louis, Mo., omnirange station, the Vandalia, Ill., omnirange station and the Terre Haute, Ind., omnirange station. From the Indianapolis, Ind., omnirange station via the intersection of the Indianapolis omnirange 084° True and the Dayton omnirange 261° True radials; Dayton, Ohio, omnirange station; Appleton, Ohio, omnirange station; Wheeling, W. Va., omnirange station; Pittsburgh, Pa., omnirange station; Johnstown, Pa., omnirange station; point of intersection of the Tower City, Pa., omnirange 279° True radial with the Philipsburg, Pa., omnirange direct radial to the Harrisburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; point of intersection of the Selinsgrove omnirange 104° True and the Allentown, Pa., omnirange 211° True radials; Colts Neck, N. J., omnirange station; point of intersection of the Colts Neck omnirange 078° True and the Idlewild omnirange 212° True radials; to the Idlewild, N. Y., omnirange station.

§ 600.6614 *VOR civil airway No. 1514 (San Francisco, Calif., to New York, N. Y.)*. From the point of intersection of the Oakland omnirange 217° True and the Salinas, Calif., omnirange 319° True radials via the Oakland, Calif., omnirange station; to the Modesto, Calif., omnirange station. From the Pueblo, Colo., omnirange station to the Lamar, Colo., omnirange station. From the Russell, Kans., omnirange station via the Salina, Kans., omnirange station; Topeka, Kans., omnirange station; Kansas City, Mo., omnirange station; Macon, Mo., omnirange station; Quincy, Ill., omnirange station to the Springfield, Ill., omnirange station, including a south alternate from the Kansas City, Mo., omnirange station to the Indianapolis, Ind., omnirange station via the Columbia, Mo., omnirange station, the St. Louis, Mo., omnirange station, the Vandalia, Ill., omnirange station and the Terre Haute, Ind., omnirange station. From the Indianapolis, Ind., omnirange station via the intersection of the Indianapolis omnirange 084° True and the Dayton omnirange 261° True radials; Dayton, Ohio, omnirange station; Appleton, Ohio, omnirange station; Wheeling, W. Va., omnirange station; Pittsburgh, Pa., omnirange station; Johnstown, Pa., omnirange station; Harrisburg, Pa., omnirange station; point of intersection of the West Chester, Pa., omnirange 314° True and the Allentown, Pa., omnirange 228° True radials; Pottstown, Pa., omnirange station; point of intersection of the Pottstown omnirange 104° and the Colts Neck omnirange 242° True radials; Colts Neck, N. J., omnirange station; point of intersection of the Colts Neck omnirange 078° True and the Idlewild omnirange 212° True radials; to the Idlewild, N. Y., omnirange station.

§ 600.6616 *VOR civil airway No. 1516 (San Francisco, to Washington, D. C.)*.

From the point of intersection of the Oakland omnirange 217° True and the Salinas, Calif., omnirange 319° True radials via the Oakland, Calif., omnirange station; Modesto, Calif., omnirange station to the Fresno, Calif., omnirange station. From the Valle, Ariz., omnirange station to the Farmington, N. Mex., omnirange station. From the point of intersection of the Gage, Okla., omnirange 059° True and the Ponca City omnirange 280° True radials via the Ponca City, Okla., omnirange station; intersection of the Ponca City omnirange 076° True and the Springfield omnirange 261° True radials; Springfield, Mo., omnirange station; Farmington, Mo., omnirange station; Evansville, Ind., omnirange station; intersection of the Evansville omnirange 080° True and the Louisville omnirange 269° True radials; Louisville, Ky., omnirange station; York, Ky., omnirange station; Elkins, W. Va., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° True and the Washington terminal omnirange 245° True radials; to the Washington, D. C., terminal omnirange station.

§ 600.6618 *VOR civil airway No. 1518 (Los Angeles, Calif., to Washington, D. C.)*. From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 057° True and the Daggett omnirange 235° True radials; Daggett, Calif., omnirange station; Needles, Calif., omnirange station; intersection of the Needles omnirange 077° True and the Drake omnirange 274° True radials; Drake, Ariz., omnirange station; Winslow, Ariz., omnirange station; Zuni, N. Mex., omnirange station; Grants, N. Mex., omnirange station; Albuquerque, N. Mex., omnirange station; Otto, N. Mex., omnirange station; Anton Chico, N. Mex., omnirange station; Tucumcari, N. Mex., omnirange station; Amarillo, Tex., omnirange station; Sayre, Okla., omnirange station; intersection of the Sayre omnirange 071° True and the Tulsa omnirange 260° True radials; Tulsa, Okla., omnirange station; Fayetteville, Ark., omnirange station; Flippen, Ark., omnirange station; Walnut Ridge, Ark., omnirange station; Dyersburg, Tenn., omnirange station; Nashville, Tenn., omnirange station; intersection of the Nashville omnirange 059° True radial and the Corbin VHF VOR west aural course; Corbin, Ky., VHF VOR station; Paynesville, W. Va., non-directional radio beacon; Montebello, Va., omnirange station; Gordonsville, Va., omnirange station; point of intersection of the Gordonsville omnirange 056° True radial with the Brooke, Va., omnirange direct radial to the Washington terminal omnirange station; to the Washington, D. C., terminal omnirange station.

§ 600.6620 *VOR civil airway No. 1520 (Los Angeles, Calif., to Washington, D. C.)*. From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 057° True and the Daggett omnirange 235° True radials; Daggett, Calif., omnirange station; Needles, Calif., omnirange station; to the Prescott, Ariz., omnirange station.

From the Little Rock, Ark., omnirange station via the Memphis, Tenn., omnirange station; Muscle Shoals, Ala., omnirange station; point of intersection of the Crossville, Tenn., omnirange 104° True and the Knoxville omnirange 249° True radials; Knoxville, Tenn., omnirange station; Tri-City, Tenn., omnirange station; Pulaski, Va., omnirange station; Montebello, Va., omnirange station; Gordonsville, Va., omnirange station; point of intersection of the Gordonsville omnirange 056° True radial with the Brooke, Va., omnirange direct radial to the Washington terminal omnirange station; to the Washington, D. C., terminal omnirange station.

§ 600.6622 *VOR civil airway No. 1522 (Los Angeles, Calif., to Washington, D. C.)*. That airspace over United States territory from the Los Angeles, Calif., omnirange station via the Ontario, Calif., omnirange station; intersection of the Ontario omnirange 091° True and the Blythe omnirange 288° True radials; Blythe, Calif., omnirange station; to the Hassayampa, Ariz., omnirange station. From the Tucson, Ariz., omnirange station via the Cochise, Ariz., omnirange station; Columbus, N. Mex., omnirange station; El Paso, Tex., omnirange station; Salt Flat, Tex., omnirange station; Wink, Tex., omnirange station; Midland, Tex., omnirange station; Big Spring, Tex., omnirange station; Abilene, Tex., omnirange station; Mineral Wells, Tex., omnirange station; Dallas, Tex., omnirange station; to the Sulphur Springs, Tex., omnirange station. From the Birmingham, Ala., omnirange station via the Anniston, Ala., omnirange station; intersection of the Anniston omnirange 084° True and the Atlanta Airport ILS localizer west course; Atlanta, Ga., Airport ILS localizer; intersection of the Atlanta Airport ILS localizer east course and the Atlanta, Ga., omnirange 048° True radial; intersection of the Atlanta omnirange 048° True and the Royston omnirange 236° True radials; Royston, Ga., omnirange station; Spartanburg, S. C., omnirange station; Greensboro, N. C., omnirange station; South Boston, Va., omnirange station; Gordonsville, Va., omnirange station; point of intersection of the Gordonsville omnirange 056° True radial with the Brooke, Va., omnirange direct radial to the Washington terminal omnirange station; to the Washington, D. C., terminal omnirange station.

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, AND REPORTING POINTS

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601.110	Amber civil airway No. 10 control areas (Hawaiian Islands).	601.230	Red civil airway No. 30 control areas (Shreveport, La., to Jacksonville, Fla.).	601.263	Red civil airway No. 63 control areas (Bangor, Mich., to Jackson, Mich.).
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601.201	Red civil airway No. 1 control areas (Big Spring, Tex., to San Antonio, Tex.).	601.235	Red civil airway No. 35 control areas (Pueblo, Colo., to St. Joseph, Mo.).	601.269	Red civil airway No. 69 control areas (Midland, Tex., to Big Spring, Tex.).
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601.203	Red civil airway No. 3 control areas (Phillipsburg, Pa., to Hartford, Conn.).	601.237	Red civil airway No. 37 control areas (Tyler, Tex., to Gordonsville, Va.).	601.271	Red civil airway No. 71 control areas (El Paso, Tex., to Lubbock, Tex.).
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601.281	Red civil airway No. 81 control areas (Lansing, Mich., to Detroit, Mich.).	601.312	Red civil airway No. 112 control areas (Albany, N. Y., to Westfield, Mass.).	601.631	Blue civil airway No. 31 control areas (Burlington, Iowa, to Madison, Wis.).
601.282	Red civil airway No. 82 control areas (Skwentna, Alaska, to Anchorage, Alaska).	601.313	Red civil airway No. 113 control areas (Hawaiian Islands).	601.632	Blue civil airway No. 32 control areas (Anchorage, Alaska, to Talkeetna, Alaska).
601.283	Red civil airway No. 83 control areas (Gila Bend, Ariz., to Tucson, Ariz.).	BLUE CIVIL AIRWAYS		601.633	Blue civil airway No. 33 control areas (Lansing, Mich., to Saginaw, Mich.).
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601.287	Red civil airway No. 87 control areas (Hawaiian Islands).	601.603	Blue civil airway No. 3 control areas (Miami, Fla., to Sault Ste. Marie, Mich.).	601.637	Blue civil airway No. 37 control areas (Casper, Wyo., to Rapid City, S. Dak.).
601.288	Red civil airway No. 88 control areas (Albuquerque, N. Mex., to Hobbs, N. Mex.).	601.604	Blue civil airway No. 4 control areas (Boston, Mass., to United States-Canadian Border).	601.638	Blue civil airway No. 38 control areas (Five Finger, Alaska, to United States-Canadian Border).
601.289	Red civil airway No. 89 control areas (Quincy, Ill., to Peoria, Ill.).	601.605	Blue civil airway No. 5 control areas (Galveston, Tex., to Wichita, Kans.).	601.639	Blue civil airway No. 39 control areas (Savannah, Ga., to Elmira, N. Y.).
601.290	Red civil airway No. 90 control areas (Oxnard, Calif., to Burbank, Calif.).	601.606	Blue civil airway No. 6 control areas (Arlene, Tex., to Muskegon, Mich.).	601.640	Blue civil airway No. 40 control areas (Concord, N. H., to Burlington, Vt.).
601.291	Red civil airway No. 91 control areas (Dunkirk, N. Y., to Syracuse, N. Y.).	601.607	Blue civil airway No. 7 control areas (Hollister, Calif., to Williams, Calif.).	601.641	Blue civil airway No. 41 control areas (Hartford, Conn., to United States-Canadian Border).
601.292	Red civil airway No. 92 control areas (Sault Ste. Marie, Mich., to United States-Canadian Border).	601.608	Blue civil airway No. 8 control areas (Fargo, N. Dak., to United States-Canadian Border).	601.642	Blue civil airway No. 42 control areas (Goshen, Ind., to Saginaw, Mich.).
601.294	Red civil airway No. 94 control areas (Providence, R. I., to Hyannis, Mass.).	601.609	Blue civil airway No. 9 control areas (Springfield, Mo., to United States-Canadian Border).	601.643	Blue civil airway No. 43 control areas (Healy, Alaska, to Fairbanks, Alaska).
601.295	Red civil airway No. 95 control areas (Elmira, N. Y., to Utica, N. Y.).	601.610	Blue civil airway No. 10 control areas (Fresno, Calif., to Williams, Calif.).	601.644	Blue civil airway No. 44 control areas (Indianapolis, Ind., to United States-Canadian Border).
601.296	Red civil airway No. 96 control areas (Palacios, Tex., to Baton Rouge, La.).	601.611	Blue civil airway No. 11 control areas (Findlay, Ohio, to Dunkirk, N. Y.).	601.645	Blue civil airway No. 45 control areas (Greenfield, Mass., to Newport, Vt.).
601.297	Red civil airway No. 97 control areas (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).	601.612	Blue civil airway No. 12 control areas (McGrath, Alaska, to Galena, Alaska).	601.646	Blue civil airway No. 46 control areas (Memphis, Tenn., to Paducah, Ky.).
601.298	Red civil airway No. 98 control areas (Vichy, Mo., to Belleville, Ill.).	601.613	Blue civil airway No. 13 control areas (Houston, Tex., to Des Moines, Iowa).	601.647	Blue civil airway No. 47 control areas (Blackstone, Va., to Dunkirk, N. Y.).
601.299	Red civil airway No. 99 control areas (Iliamna, Alaska, to Homer, Alaska.).	601.614	Blue civil airway No. 14 control areas (El Centro, Calif., to Sacramento, Calif.).	601.648	Blue civil airway No. 48 control areas (Marathon, Fla., to Miami, Fla.).
601.300	Red civil airway No. 100 control areas (South Bend, Ind., to Battle Creek, Mich.).	601.615	Blue civil airway No. 15 control areas (Akron, Ohio, to Hubbard, Ohio).	601.649	Blue civil airway No. 49 control areas (Atlantic City, N. J., to Philadelphia, Pa.).
601.301	Red civil airway No. 101 control areas (Biloxi, Miss., to Pensacola, Fla.).	601.616	Blue civil airway No. 16 control areas (Waverly, Va., to Tappahannock, Va.).	601.651	Blue civil airway No. 51 control areas (Wendover, Utah, to Dubois, Idaho).
601.302	Red civil airway No. 102 control areas (Lexington, Ky., to Huntington, W. Va.).	601.617	Blue civil airway No. 17 control areas (Bangor, Maine, to Presque Isle, Maine).	601.653	Blue civil airway No. 53 control areas (Providence, R. I., to Hartford, Conn.).
601.303	Red civil airway No. 103 control areas (Anchorage, Alaska, to Middleton Island, Alaska).	601.618	Blue civil airway No. 18 control areas (Paterson, N. J., to United States-Canadian Border).	601.654	Blue civil airway No. 54 control areas (Evergreen, Calif., to Hamilton AFB, Calif.).
601.304	Red civil airway No. 104 control areas (Greensboro, N. C., to Raleigh, N. C.).	601.619	Blue civil airway No. 19 control areas (Key West, Fla., to Orlando, Fla.).	601.655	Blue civil airway No. 55 control areas (Crestview, Fla., to Montgomery, Ala.).
		601.620	Blue civil airway No. 20 control areas (Millville, N. J., to Allentown, Pa.).	601.656	Blue civil airway No. 56 control areas (Elizabeth City, N. C., to Washington, D. C.).
		601.621	Blue civil airway No. 21 control areas (Coles Point, Va., to Elmira, N. Y.).	601.657	Blue civil airway No. 57 control areas (Elko, Nev., to Burley, Idaho).
		601.623	Blue civil airway No. 23 control areas (Norfolk, Va., to Chinco-teague, Va.).		

Sec.		Sec.		Sec.	
601.658	Blue civil airway No. 58 control areas (Hyannis, Mass., to Squantum, Mass.).	601.1012	Control area extension (Florence, S. C.).	601.1056	Control area extension (Buffalo, N. Y.).
601.660	Blue civil airway No. 60 control areas (Sunnyvale, Calif., to Stockton, Calif.).	601.1013	Control area extension (Fort Myers, Fla.).	601.1057	Control area extension (Binghamton, N. Y.).
601.663	Blue civil airway No. 63 control areas (Concord, N. H., to Berlin, N. H.).	601.1014	Control area extension (Greenville, S. C.). (Greenville-Charlotte-Greensboro area).	601.1058	Control area extension (Martinsburg, W. Va.).
601.664	Blue civil airway No. 64 control areas (Wink, Tex., to Hobbs, N. Mex.).	601.1015	Control area extension (Greenwood, Miss.).	601.1059	Control area extension (Lynchburg, Va.).
601.665	Blue civil airway No. 65 control areas (Shuyak, Alaska, to Homer, Alaska).	601.1016	Control area extension (Augusta, Ga.).	601.1060	Control area extension (Elkins, W. Va.).
601.666	Blue civil airway No. 66 control areas (Bridgeport, Conn., to Poughkeepsie, N. Y.).	601.1017	Control area extension (Newberg, Oreg.).	601.1061	Control area extension (Mt. Clemens, Mich.).
601.667	Blue civil airway No. 67 control areas (Yuma, Ariz., to Las Vegas, Nev.).	601.1018	Control area extension (Meridian, Miss.).	601.1062	Control area extension (Raleigh, N. C.).
601.668	Blue civil airway No. 68 control areas (Midland, Tex., to Hobbs, N. Mex.).	601.1019	Control area extension (Nashville, Tenn.).	601.1063	Control area extension (Roanoke, Va.).
601.669	Blue civil airway No. 69 control areas (St. Louis, Mo., to Quincy, Ill.).	601.1020	Control area extension (Macon, Ga.).	601.1064	Control area extension (Chicopee Falls, Mass.).
601.670	Blue civil airway No. 70 control areas (Waco, Tex., to Tulsa, Okla.).	601.1021	Control area extension (Belleville, Ill.).	601.1065	Control area extension (Biloxi, Miss.).
601.671	Blue civil airway No. 71 control areas (Toledo, Wash., to Seattle, Wash.).	601.1022	Control area extension (West Palm Beach, Fla.).	601.1066	Control area extension (New York, N. Y.).
601.672	Blue civil airway No. 72 control areas (Enid, Okla., to Wichita, Kans.).	601.1023	Control area extension (Akron, Colo.).	601.1067	Control area extension (Lexington, Ky.).
601.675	Blue civil airway No. 75 control areas (Cleveland, Ohio, to United States-Canadian Border).	601.1024	Control area extension (Burlington, Iowa).	601.1068	Control area extension (Riverside, Calif.).
601.676	Blue civil airway No. 76 control areas (Sinclair, Wyo., to Casper, Wyo.).	601.1025	Control area extension (New Orleans, La.).	601.1069	Control area extension (Santa Barbara, Calif.).
601.678	Blue civil airway No. 78 control areas (Spring Bay, Utah, to Malad City, Idaho).	601.1026	Control area extension (Grand Island, Nebr.).	601.1070	Control area extension (Charlottesville, Va.).
601.679	Blue civil airway No. 79 control areas (Annette Island, Alaska, to United States-Canadian Border).	601.1027	Control area extension (Kansas City, Mo.).	601.1071	Control area extension (Burbank, Calif.).
601.680	Blue civil airway No. 80 control areas (Unalakleet, Alaska, to Moses Point, Alaska).	601.1028	Control area extension (Monroe, La.).	601.1072	Control area extension (Sumter, S. C.).
601.681	Blue civil airway No. 81 (Charleston, W. Va., to Akron, Ohio).	601.1029	Control area extension (Corpus Christi, Tex.).	601.1073	Control area extension (Fresno, Calif.).
601.684	Blue civil airway No. 84 control areas (Augusta, Maine, to Millinocket, Maine).	601.1030	Control area extension (Victorville, Calif.).	601.1074	Control area extension (North Bend, Oreg.).
601.685	Blue civil airway No. 85 control areas (Hutchinson, Kans., to Wichita, Kans.).	601.1031	Control area extension (North Platte, Nebr.).	601.1075	Control area extension (Ada, Okla.).
601.686	Blue civil airway No. 86 control areas (Goshen, Ind., to Fort Wayne, Ind.).	601.1032	Control area extension (Kotzebue, Alaska).	601.1076	Control area extension (Phoenix, Ariz.).
601.687	Blue civil airway No. 87 control areas (Atlanta, Ga., to Detroit, Mich.).	601.1033	Control area extension (St. Joseph, Mo.).	601.1077	Control area extension (Elko, Nev.).
Subpart C—Control Area Extensions		601.1034	Control area extension (Springfield, Mo.).	601.1078	Control area extension (Reno, Nev.).
601.1001	Control area extension (Moses Lake, Wash.).	601.1035	Control area extension (Little Rock, Ark.).	601.1079	Control area extension (Rock Springs, Wyo.).
601.1002	Control area extension (Austin, Tex.).	601.1036	Control area extension (West Palm Beach, Fla.).	601.1080	Control area extension (Louisville, Ky.).
601.1003	Control area extension (Corinne, Utah).	601.1037	Control area extension (Pensacola, Fla.).	601.1081	Control area extension (Windsor Locks, Conn.).
601.1004	Control area extension (Brownsville, Tex.).	601.1038	Control area extension (Great Falls, Mont.).	601.1082	Control area extension (Montgomery, Ala.).
601.1005	Control area extension (Jacksonville, Fla.).	601.1039	Control area extension (Portland, Oreg.).	601.1083	Control area extension (Bartlesville, Okla.).
601.1006	Control area extension (Lake Charles, La.).	601.1040	Control area extension (Medford, Oreg.).	601.1084	Control area extension (Quincy, Ill.).
601.1007	Control area extension (Laredo, Tex.).	601.1041	Control area extension (Boise, Idaho).	601.1085	Control area extension (Edwards Air Force Base, Calif.).
601.1008	Control area extension (Savannah, Ga.).	601.1042	Control area extension (Columbus, Ohio).	601.1086	Control area extension (Memphis, Tenn.).
601.1009	Control area extension (Augusta, Ga.).	601.1043	Control area extension (Bowling Green, Ky.).	601.1087	Control area extension (Akron, Ohio).
601.1010	Control area extension (Greenwood, S. C.).	601.1044	Control area extension (Ypsilanti, Mich.).	601.1088	Control area extension (Alexandria, Minn.).
601.1011	Control area extension (Daytona Beach, Fla.).	601.1045	Control area extension (Presque Isle, Maine).	601.1089	Control area extension (Cincinnati, Ohio).
		601.1046	Control area extension (Falfurrias, Tex.).	601.1090	Control area extension (Lawrence, Mass.).
		601.1047	Control area extension (Bangor, Maine).	601.1091	Control area extension (Detroit, Mich.).
		601.1048	Control area extension (Red Bluff, Calif.).	601.1092	Control area extension (Dickinson, N. Dak.).
		601.1049	Control area extension (Utica, N. Y.).	601.1093	Control area extension (Fargo, N. Dak.).
		601.1050	Control area extension (Bakersfield, Calif.).	601.1094	Control area extension (Flint, Mich.).
		601.1051	Control area extension (Portland, Maine).	601.1095	Control area extension (Fort Wayne, Ind.).
		601.1052	Control area extension (Atlanta, Ga.).	601.1096	Control area extension (Glenview, Ill.).
		601.1053	Control area extension (Houston, Tex.). (Beaumont-Palacios-Houston area).	601.1097	Control area extension (Grand Forks, N. Dak.).
		601.1054	Control area extension (Sinclair, Wyo.).	601.1098	Control area extension (Casper, Wyo.).
		601.1055	Control area extension (Elmira, N. Y.).	601.1099	Control area extension (Indianapolis, Ind.).
				601.1100	Control area extension (Lone Rock, Wis.).

Sec.		Sec.		Sec.	
601.1101	Control area extension (Madison, Wis.).	601.1146	Control area extension (New York, N. Y.).	601.1191	Control area extension (Thermal, Calif.).
601.1102	Control area extension (Minneapolis, Minn.).	601.1147	Control area extension (New York, N. Y.).	601.1192	Control area extension (Merced, Calif.).
601.1103	Control area extension (Minot, N. Dak.).	601.1148	Control area extension (Millville, N. J.).	601.1193	Control area extension (Monterey, Calif.).
601.1104	Control area extension (Rockford, Ill.).	601.1149	Control area extension (Norfolk, Va.).	601.1194	Control area extension (Sacramento, Calif.).
601.1105	Control area extension (Muskegon, Mich.).	601.1150	Control area extension (Wilmington, N. C.).	601.1195	Control area extension (San Angelo, Tex.).
601.1106	Control area extension (Whidbey Island, Wash.).	601.1151	Control area extension (Wilmington, N. C.).	601.1196	Control area extension (Yuma, Ariz.).
601.1107	Control area extension (Topeka, Kans.).	601.1152	Control area extension (Charleston, S. C.).	601.1197	Control area extension (Dubois, Idaho).
601.1108	Control area extension (Salina, Kans.).	601.1153	Control area extension (Jacksonville, Fla.).	601.1198	Control area extension (Idaho Falls, Idaho).
601.1109	Control area extension (Goodland, Kans.).	601.1154	Control area extension (Bismarck, N. Dak.).	601.1199	Control area extension (St. Cloud, Minn.).
601.1110	Control area extension (Hobbs, N. Mex.).	601.1155	Control area extension (Omaha, Nebr.).	601.1200	Control area extension (Columbia, S. C.).
601.1111	Control area extension (San Diego, Calif.).	601.1156	Control area extension (Albany, Ga.).	601.1201	Control area extension (Saginaw, Mich.).
601.1112	Control area extension (Fort Dix, N. J.).	601.1157	Control area extension (Chicago, Ill.).	601.1202	Control area extension (Tucumcari, N. Mex.).
601.1113	Control area extension (San Francisco, Calif.).	601.1158	Control area extension (Cleveland, Ohio).	601.1203	Control area extension (Montague, Calif.).
601.1114	Control area extension (Bettles, Alaska).	601.1159	Control area extension (Moline, Ill.).	601.1204	Control area extension (Zuni, N. Mex.).
601.1115	Control area extension (Dodge City, Kans.).	601.1160	Control area extension (South Bend, Ind.).	601.1205	Control area extension (Albuquerque, N. Mex.).
601.1116	Control area extension (Hutchinson, Kans.).	601.1161	Control area extension (Chicago, Ill.).	601.1206	Control area extension (Midland, Tex.).
601.1117	Control area extension (Grosse Ile, Mich.).	601.1162	Control area extension (Danville, Va.).	601.1207	Control area extension (Carlsbad, N. Mex.).
601.1118	Control area extension (Grand Junction, Colo.).	601.1163	Control area extension (Vero Beach, Fla.).	601.1208	Control area extension (Salt Flat, Tex.).
601.1119	Control area extension (St. Louis, Mo.).	601.1164	Control area extension (Quonset Point, R. I.).	601.1209	Control area extension (Columbus, N. Mex.).
601.1120	Control area extension (Cedar Rapids, Iowa).	601.1165	Control area extension (Oakland, Calif.).	601.1210	Control area extension (Olathe, Kans.).
601.1121	Control area extension (White Plains, N. Y.).	601.1166	Control area extension (Mobile, Ala.).	601.1211	Control area extension (Dallas, Tex.).
601.1122	Control area extension (Tri-City, Tenn.).	601.1167	Control area extension (Ontario, Oreg.).	601.1212	Control area extension (White Sulphur Springs, W. Va.).
601.1123	Control area extension (Birmingham, Ala.).	601.1168	Control area extension (Ponca City, Okla.).	601.1213	Control area extension (Chatsworth, Calif.).
601.1124	Control area extension (Eugene, Oreg.).	601.1169	Control area extension (Idlewild, N. Y.).	601.1214	Control area extension (Brownsville, Tex.).
601.1125	Control area extension (Tallahassee, Fla.).	601.1170	Control area extension (Owensboro, Ky.).	601.1215	Control area extension (Galveston, Tex.).
601.1126	Control area extension (Knoxville, Tenn.).	601.1171	Control area extension (El Paso, Tex.).	601.1216	Control area extension (New Orleans, La.).
601.1127	Control area extension (Pasco, Wash.).	601.1172	Control area extension (Rantoul, Ill.).	601.1217	Control area extension (Kodiak, Alaska).
601.1128	Control area extension (Jackson, Miss.).	601.1173	Control area extension (San Francisco, Calif.).	601.1218	Control area extension (Homer, Alaska).
601.1129	Control area extension (Washington, D. C.).	601.1174	Control area extension (Ukiah, Calif.).	601.1219	Control area extension (Pensacola, Sautley Field, Ala.).
601.1130	Control area extension (Spokane, Wash.).	601.1175	Control area extension (Charleston, S. C.).	601.1220	Control area extension (Johnstown, Pa.).
601.1131	Control area extension (Sitka, Alaska).	601.1176	Control area extension (Santa Barbara, Calif.).	601.1221	Control area extension (Dothan, Ala.).
601.1132	Control area extension (West Palm Beach, Fla.).	601.1177	Control area extension (Long Beach, Calif.) (Long Beach-Honolulu route).	601.1222	Control area extension (Pine Bluff, Ark.).
601.1133	Control area extension (Seattle, Wash.).	601.1178	Control area extension (Honolulu, T. H.).	601.1223	Control area extension (Miramar, Calif.).
601.1134	Control area extension (Columbus, Ga.).	601.1179	Control area extension (Hilo, T. H.).	601.1224	Control area extension (Phillipsburg, Pa.).
601.1135	Control area extension (Marianna, Fla.).	601.1180	Control area extension (San Antonio, Tex.).	601.1225	Control area extension (Erie, Pa.).
601.1136	Control area extension (San Juan, P. R.).	601.1181	Control area extension (Elizabeth City, N. C.).	601.1226	Control area extension (Tampa, Fla.).
601.1137	Control area extension (Big Spring, Tex.).	601.1182	Control area extension (Enid, Okla.).	601.1227	Control area extension (Lovelock, Nev.).
601.1138	Control area extension (Orlando, Fla.).	601.1183	Control area extension (Wake Island).	601.1228	Control area extension (Tampa, Fla.).
601.1139	Control area extension (Fort Rucker, Ala.).	601.1184	Control area extension (Douglas, Ariz.).	601.1229	Control area extension (Atterbury, Ind.).
601.1140	Control area extension (Youngstown, Ohio).	601.1185	Control area extension (Utah Lake, Utah).	601.1230	Control area extension (Miami, Fla.).
601.1141	Control area extension (Boston, Mass.).	601.1186	Control area extension (Tucson, Ariz.).	601.1231	Control area extension (Newport, Vt.).
601.1142	Control area extension (Boston, Mass.).	601.1187	Control area extension (Jackson, Mich.).	601.1232	Control area extension (Miami, Fla.).
601.1143	Control area extension (Nantucket, Mass.).	601.1188	Control area extension (Milwaukee, Wis.).	601.1233	Control area extension (Key West, Fla.).
601.1144	Control area extension (Nantucket, Mass.).	601.1189	Control area extension (Daggett, Calif.).	601.1234	Control area extension (Marathon, Fla.).
601.1145	Control area extension (Nantucket, Mass.).	601.1190	Control area extension (Fairfield, Calif.).	601.1235	Control area extension (West Palm Beach, Fla.).
				601.1236	Control area extension (Seattle, (Clear Lake), Wash.).

Sec.		Sec.		Sec.	
601.1237	Control area extension (Waco, Tex.).	601.1282	Control area extension (Wichita, Kans.).	601.1327	Control area extension (Crescent City, Calif.).
601.1238	Control area extension (Amarillo, Tex.).	601.1283	Control area extension (Toledo, Wash.).	601.1328	Control area extension (Oxnard, Calif.).
601.1239	Control area extension (Lubbock, Tex.).	601.1284	Control area extension (Oklahoma City, Okla.).	601.1329	Control area extension (Malden, Mo.).
601.1240	Control area extension (Tyler, Tex.).	601.1285	Control area extension (Shreveport, La.).	601.1330	Control area extension (Sherman, Tex.).
601.1241	Control area extension (Tulsa, Okla.).	601.1286	Control area extension (Fort Worth, Tex.).	601.1331	Control area extension (Tacoma, Wash.).
601.1242	Control area extension (Stockton, Calif.).	601.1287	Control area extension (Houghton, Mich.).	601.1332	Control area extension (Santa Maria, Calif.).
601.1243	Control area extension (La Crosse, Wis.).	601.1288	Control area extension (Sault Ste. Marie, Mich.).	601.1333	Control area extension (Nome, Alaska).
601.1244	Control area extension (Terre Haute, Ind.).	601.1289	Control area extension (Valparaiso, Fla.).	601.1334	Control area extension (Del Rio, Tex.).
601.1245	Control area extension (Port Allen, Kauai, T. H.).	601.1290	Control area extension (Joplin, Mo.).	601.1335	Control area extension (Lafayette, La.).
601.1246	Control area extension (Evansville, Ind.).	601.1291	Control area extension (Garden City, Kans.).	601.1336	Control area extension (Eau Claire, Wis.).
601.1247	Control area extension (Las Vegas, Nev.).	601.1292	Control area extension (Manakin, Va.).	601.1337	Control area extension (Wausau, Wis.).
601.1248	Control area extension (Richmond, Va.).	601.1293	Control area extension (Fort Smith, Ark.).	601.1338	Control area extension (Green Bay, Wis.).
601.1249	Control area extension (Aberdeen, S. Dak.).	601.1294	Control area extension (Everett, Wash.).	601.1339	Control area extension (Oshkosh, Wis.).
601.1250	Control area extension (Jamestown, N. Dak.).	601.1295	Control area extension (Falmouth, Mass.).	601.1340	Control area extension (Miles City, Mont.).
601.1251	Control area extension (Mansfield, Ohio).	601.1296	Control area extension (Nantucket, Mass.).	601.1341	Control area extension (Dover, Del.).
601.1252	Control area extension (Janesville, Wis.).	601.1297	Control area extension (Paducah, Ky.).	601.1342	Control area extension (Sanford, Fla.).
601.1253	Control area extension (Bradford, Ill.).	601.1298	Control area extension (Promontory Point, Utah).	601.1343	Control area extension (Juneau, Alaska).
601.1254	Control area extension (Pontiac, Ill.).	601.1299	Control area extension (Valdosta, Ga.).	601.1344	Control area extension (Laconia, N. H.).
601.1255	Control area extension (Findlay, Ohio).	601.1300	Control area extension (Prescott, Ariz.).	601.1345	Control area extension (Rockland, Maine).
601.1256	Control area extension (Pittsburgh, Pa.).	601.1301	Control area extension (Winslow, Ariz.).	601.1346	Control area extension (Bar Harbor, Maine).
601.1257	Control area extension (Goshen, Ind.).	601.1302	Control area extension (Lawton, Okla.).	601.1347	Control area extension (Colorado Springs, Colo.).
601.1258	Control area extension (Lafayette, Ind.).	601.1303	Control area extension (Albany, N. Y.).	601.1348	Control area extension (Twin Falls, Idaho).
601.1259	Control area extension (Huron, S. Dak.).	601.1304	Control area extension (Poughkeepsie, N. Y.).	601.1349	Control area extension (Redmond, Oreg.).
601.1260	Control area extension (Altus, Okla.).	601.1305	Control area extension (Wilton, Conn.).	601.1350	Control area extension (Kodiak, Alaska).
601.1261	Control area extension (Lansing, Mich.).	601.1306	Control area extension (Mountain Home, Idaho).	601.1351	Control area extension (Philadelphia, Pa.).
601.1262	Control area extension (Mason City, Iowa).	601.1307	Control area extension (Minchumina, Alaska).	601.1352	Control area extension (Sedalia, Mo.).
601.1263	Control area extension (Rochester, Minn.).	601.1308	Control area extension (Gustavus, Alaska).	601.1353	Control area extension (Charleston, W. Va.).
601.1264	Control area extension (Dyersburg, Tenn.).	601.1309	Control area extension (Kodiak, Alaska).	601.1354	Control area extension (Salem, Oreg.).
601.1265	Control area extension (Edenton, N. C.).	601.1310	Control area extension (Anchorage, Alaska).	601.1355	Control area extension (Berlin, N. H.).
601.1266	Control area extension (Litchfield, Mich.).	601.1311	Control area extension (Oscoda, Mich.).	601.1356	Control area extension (Greenville, Miss.).
601.1267	Control area extension (Springfield, Ill.).	601.1312	Control area extension (Zanesville, Ohio).	601.1357	Control area extension (Fallon, Nev.).
601.1268	Control area extension (Sioux Falls, S. Dak.).	601.1313	Control area extension (Sioux City, Iowa).	601.1358	Control area extension (Midway Island).
601.1269	Control area extension (Watertown, S. Dak.).	601.1314	Control area extension (Kirksville, Mo.).	601.1359	Control area extension (Childress, Tex.).
601.1270	Control area extension (Harrisburg, Pa.).	601.1315	Control area extension (Emporia, Kans.).	601.1360	Control area extension (Abilene, Tex.).
601.1271	Control area extension (Front Royal, Va.).	601.1316	Control area extension (La Junta, Colo.).	601.1361	Control area extension (Cotulla, Tex.).
601.1272	Control area extension (Baltimore, Md.).	601.1317	Control area extension (Tuscaloosa, Ala.).	601.1362	Control area extension (Dalhart, Tex.).
601.1273	Control area extension (Syracuse, N. Y.).	601.1318	Control area extension (Muscle Shoals, Ala.).	601.1363	Control area extension (Lufkin, Tex.).
601.1274	Control area extension (Niagara Falls, N. Y.).	601.1319	Control area extension (Key West, Fla.).	601.1364	Control area extension (Texarkana, Ark.).
601.1275	Control area extension (Fairbanks, Alaska).	601.1320	Control area extension (Cross City, Fla.).	601.1365	Control area extension (Walnut Ridge, Ark.).
601.1276	Control area extension (Cheyenne, Wyo.).	601.1321	Control area extension (Brunswick, Ga.).	601.1366	Control area extension (Gage, Okla.).
601.1277	Control area extension (Denver, Colo.).	601.1322	Control area extension (Alice, Tex.).	601.1367	Control area extension (Wink, Tex.).
601.1278	Control area extension (Des Moines, Iowa).	601.1323	Control area extension (Dallas, Tex.) (Dallas-Houston-Austin area).	601.1368	Control area extension (Greensboro, N. C.).
601.1279	Control area extension (Rapid City, S. Dak.).	601.1324	Control area extension (Brunswick, Maine).	601.1369	Control area extension (Myrtle Beach, S. C.).
601.1280	Control area extension (Sheridan, Wyo.).	601.1325	Control area extension (Tampa, Fla.).	601.1370	Control area extension (Wilmington, N. C.).
601.1281	Control area extension (Pueblo, Colo.).	601.1326	Control area extension (Fortuna, Calif.).	601.1371	Control area extension (Hyannis, Mass.).

Sec.		Sec.		Sec.	
601.1372	Control area extension (Los Angeles, Calif.).	601.1417	Control area extension (El Dorado, Ark.).	601.2031	Houston, Tex., control zone.
601.1373	Control area extension (Chattanooga, Tenn.).	601.1418	Control area extension (Hoquiam, Wash.).	601.2032	Laredo, Tex., control zone.
601.1374	Control area extension (Limestone, Maine).	601.1419	Control area extension (Newport, Oreg.).	601.2033	Little Rock, Ark., control zone.
601.1375	Control area extension (Manchester, N. H.).	601.1420	Control area extension (North Bend, Oreg.).	601.2034	Monroe, La., control zone.
601.1376	Control area extension (Victoria, Tex.).	601.1421	Control area extension (Goldsboro, N. C.).	601.2035	New Orleans, La., control zone.
601.1377	Control area extension (Boston, Mass.).	601.1422	Control area extension (Duluth, Minn.).	601.2036	Ponca City, Okla., control zone.
601.1378	Control area extension (Wilmington, Del.).	601.1423	Control area extension (Oahu, T. H.).	601.2037	San Angelo, Tex., control zone.
601.1379	Control area extension (Waterloo, Iowa).	601.1424	Control area extension (Rocky Mount, N. C.).	601.2038	Shreveport, La., control zone.
601.1380	Control area extension (Kaneohe, Oahe, T. H.).	601.1426	Control area extension (Martha's Vineyard, Mass.).	601.2039	Tulsa, Okla., control zone.
601.1381	Control area extension (Kwajalein Island).	601.1428	Control area extension (Gainesville, Fla.).	601.2040	Smyrna, Tenn., control zone.
601.1382	Control area extension (Wake Island).	601.1430	Control area extension (Wichita Falls, Tex.).	601.2041	Akron, Colo., control zone.
601.1383	Control area extension (Guam Island).	601.1431	Control area extension (Bozeman, Mont.).	601.2042	Burlington, Iowa, control zone.
601.1384	Control area extension (Hopkinsville, Ky.).	601.1432	Control area extension (Billings, Mont.).	601.2043	Casper, Wyo., control zone.
601.1385	Control area extension (Rome, N. Y.).	601.1433	Control area extension (Ephrata, Wash.).	601.2044	Cheyenne, Wyo., control zone.
601.1386	Control area extension (Orlando, Fla.).	601.1434	Control area extension (Key West, Fla.).	601.2045	Colorado Springs, Colo., control zone.
601.1387	Control area extension (Blytheville, Ark.).	601.1435	Control area extension (Peconic, L. I., N. Y.).	601.2046	Columbia, Mo., control zone.
601.1388	Control area extension (Fort Bragg, N. C.).	601.1436	Control area extension (San Bernardino, Calif.).	601.2047	Denver, Colo., control zone.
601.1389	Control area extension (Miami, Fla.).	601.1437	Control area extension (Richmond, Ind.).	601.2048	Des Moines, Iowa, control zone.
601.1390	Control area extension (Oahu-Molokai, T. H.).	601.1438	Control area extension (Kahului, Maui, T. H.).	601.2049	Fort Bridger, Wyo., control zone.
601.1391	Control area extension (Gettysburg, Pa.).	601.1439	Control area extension (Battle Mountain, Nev.).	601.2050	Garden City, Kans., control zone.
601.1392	Control area extension (Ogden, Utah).	601.1440	Control area extension (Williams, Ariz.).	601.2051	Grand Island, Nebr., control zone.
601.1393	Control area extension (Roswell, N. Mex.).	601.1441	Control area extension (Tucson, Ariz.).	601.2052	Quincy, Ill., control zone.
601.1394	Control area extension (Williams, Calif.).	601.1442	Control area extension (Fort Bridger, Wyo.).	601.2053	Huron, S. Dak., control zone.
601.1395	Control area extension (Plattsburg, N. Y.).	601.1443	Control area extension (Bryce Canyon, Utah).	601.2054	Hutchinson, Kans., control zone.
601.1396	Control area extension (Asheville, N. C.).	601.1444	Control area extension (Truth or Consequences, N. Mex.).	601.2055	Joplin, Mo., control zone.
601.1397	Control area extension (Cordova, Alaska).	601.1445	Control area extension (Neah Bay, Wash.).	601.2056	Kansas City, Mo., control zone.
601.1398	Control area extension (Anchorage, Alaska).			601.2057	Kirksville, Mo., control zone.
601.1399	Control area extension (Clovis, N. Mex.).			601.2058	La Junta, Colo., control zone.
601.1400	Control area extension (King Salmon, Alaska) (King Salmon-Shemya route).			601.2059	Laramie, Wyo., control zone.
601.1401	Control area extension (King Salmon, Alaska) (King Salmon-Adak route).			601.2060	Pellston, Mich., control zone.
601.1402	Control area extension (Middleton Island, Alaska).			601.2061	Lincoln, Nebr., control zone.
601.1403	Control area extension (Yakatoga, Alaska).			601.2062	Mason City, Iowa, control zone.
601.1404	Control area extension (Pierre, S. Dak.).			601.2063	North Platte, Nebr., control zone.
601.1405	Control area extension (Peru, Ind.).			601.2064	Omaha, Nebr., control zone.
601.1406	Control area extension (Milton, Fla.).			601.2065	Pierre, S. Dak., control zone.
601.1407	Control area extension (Crestview, Fla.).			601.2066	Pueblo, Colo., control zone.
601.1408	Control area extension (Miami, Fla.).			601.2067	Rapid City, S. Dak., control zone.
601.1409	Control area extension (Huntsville, Ala.).			601.2068	Rock Springs, Wyo., control zone.
601.1410	Control area extension (Portsmouth, N. H.).			601.2069	St. Joseph, Mo., control zone.
601.1411	Control area extension (Iwo Jima, Volcano Islands).			601.2070	St. Louis, Mo., control zone.
601.1412	Control area extension (Marysville, Calif.).			601.2071	Scottsbluff, Nebr., control zone.
601.1413	Control area extension (Eniwetok Island).			601.2072	Sheridan, Wyo., control zone.
601.1415	Control area extension (Fortuna, Calif.).			601.2073	Rawlins, Wyo., control zone.
601.1416	Control area extension (Salt Lake City, Utah).			601.2074	Sioux City, Iowa, control zone.
				601.2075	Springfield, Mo., control zone.
				601.2076	Topeka, Kans., control zone.
				601.2077	Trinidad, Colo., control zone.
				601.2078	Edenton, N. C., control zone.
				601.2079	Watertown, S. Dak., control zone.
				601.2080	Wichita, Kans., control zone.
				601.2081	Jacksonville, N. C., control zone.
				601.2082	Akron, Ohio, control zone.
				601.2083	Alexandria, Minn., control zone.
				601.2084	Battle Creek, Mich., control zone.
				601.2085	Bismarck, N. Dak., control zone.
				601.2086	Chicago, Ill., control zone.
				601.2087	Cincinnati, Ohio, control zone.
				601.2088	Dodge City, Kans., control zone.
				601.2089	Cleveland, Ohio, control zone.
				601.2090	Columbus, Ohio, control zone.
				601.2091	Dayton, Ohio, control zone.
				601.2092	Detroit, Mich., control zone.
				601.2093	Dickinson, N. Dak., control zone.
				601.2094	Duluth, Minn., control zone.
				601.2095	Belleville, Ill., control zone.
				601.2096	Evansville, Ind., control zone.
				601.2097	Fargo, N. Dak., control zone.
				601.2098	Flint, Mich., control zone.
				601.2099	Fort Wayne, Ind., control zone.
				601.2100	Glenview, Ill., control zone.
				601.2101	Goshen, Ind., control zone.
				601.2102	Grand Forks, N. Dak., control zone.
				601.2103	Grand Rapids, Mich., control zone.
				601.2104	Huntington, W. Va., control zone.
				601.2105	Indianapolis, Ind., control zone.
				601.2106	Jamesstown, N. Dak., control zone.
				601.2107	Joliet, Ill., control zone.
				601.2108	Lansing, Mich., control zone.
				601.2109	Lafayette, Ind., control zone.
				601.2110	Lone Rock, Wis., control zone.
				601.2111	Louisville, Ky., control zone.
				601.2112	Madison, Wis., control zone.
				601.2113	Milwaukee, Wis., control zone.
				601.2114	Minneapolis, Minn., control zone.
				601.2115	Minot, N. Dak., control zone.
				601.2116	Moline, Ill., control zone.
				601.2117	Muskegon, Mich., control zone.
				601.2118	Hampton Roads, Va., control zone.
				601.2119	Peoria, Ill., control zone.
				601.2120	Rochester, Minn., control zone.

Subpart D—Control Zones

- 601.1981 Scope of control zones.
- 601.1982 Designation of control zones.
- 601.1983 Three mile radius zones.
- 601.1984 Five mile radius zones.

ADDITIONAL CONTROL ZONES

- 601.2001 Albany, N. Y., control zone.
- 601.2002 Augusta, Maine, control zone.
- 601.2003 Baltimore, Md., control zone.
- 601.2004 Bangor, Maine, control zone.
- 601.2005 Boston, Mass., control zone.
- 601.2006 Buffalo, N. Y., control zone.
- 601.2007 Burlington, Vt., control zone.
- 601.2008 Concord, N. H., control zone.
- 601.2009 Erie, Pa., control zone.
- 601.2010 Harrisburg, Pa., control zone.
- 601.2011 Hartford, Conn., control zone.
- 601.2012 Millinocket, Maine, control zone.
- 601.2013 Newark, N. J., control zone.
- 601.2014 Norfolk, Va., control zone.
- 601.2015 Philadelphia, Pa., control zone.
- 601.2016 Wheeling, W. Va., control zone.
- 601.2017 Pittsburgh, Pa., control zone.
- 601.2018 Portland, Maine, control zone.
- 601.2019 Providence, R. I., control zone.
- 601.2020 Richmond, Va., control zone.
- 601.2021 Rochester, N. Y., control zone.
- 601.2022 Washington, D. C., control zone.
- 601.2023 Albuquerque, N. Mex., control zone.
- 601.2024 Amarillo, Tex., control zone.
- 601.2025 Big Spring, Tex., control zone.
- 601.2026 Brownsville, Tex., control zone.
- 601.2027 Dallas, Tex., control zone.
- 601.2028 El Paso, Tex., control zone.
- 601.2029 Fort Worth, Tex., control zone.
- 601.2030 Galveston, Tex., control zone.

Sec.		Sec.		Sec.	
601.2121	Rockford, Ill., control zone.	601.2209	Tucson, Ariz., control zone.	601.2295	Andrews, Md., control zone.
601.2122	Detroit, Mich., control zone.	601.2210	Santa Barbara, Calif., control zone.	601.2296	Valparaiso, Fla., control zone.
601.2123	South Bend, Ind., control zone.	601.2211	Beeville, Tex., control zone.	601.2297	Jackson, Mich., control zone.
601.2124	Roswell, N. Mex., control zone.	601.2212	Sumter, S. C., control zone.	601.2298	Omaha, Nebr., control zone.
601.2125	Terre Haute, Ind., control zone.	601.2213	Salina, Kans., control zone.	601.2299	Limestone, Maine, control zone.
601.2126	Toledo, Ohio, control zone.	601.2214	Goodland, Kans., control zone.	601.2300	Upolu Point, Hawaii, T. H., control zone.
601.2127	Youngstown, Ohio, control zone.	601.2215	San Juan, P. R., control zone.	601.2301	Waco, Tex., control zone.
601.2128	Wilmington, N. C., control zone.	601.2216	Seattle, Wash., control zone.	601.2302	Willow Grove, Pa., control zone.
601.2129	Bowling Green, Ky., control zone.	601.2217	Aberdeen, S. Dak., control zone.	601.2303	Great Falls, Mont., control zone.
601.2130	Atlanta, Ga., control zone.	601.2218	Sioux Falls, S. Dak., control zone.	601.2304	Binghamton, N. Y., control zone.
601.2131	Augusta, Ga., control zone.	601.2219	Cedar Rapids, Iowa, control zone.	601.2305	Lawton, Okla., control zone.
601.2132	Biloxi, Miss., control zone.	601.2220	Lubbock, Tex., control zone.	601.2306	Paducah, Ky., control zone.
601.2133	Birmingham, Ala., control zone.	601.2221	La Crosse, Wis., control zone.	601.2307	Brunswick, Maine, control zone.
601.2134	Charleston, S. C., control zone.	601.2222	Austin, Tex., control zone.	601.2308	Valdosta, Ga., control zone.
601.2135	Charlotte, N. C., control zone.	601.2223	Charleston, W. Va., control zone.	601.2309	Valdosta, Ga., control zone.
601.2136	Newport News, Va., control zone.	601.2224	Anderson, S. C., control zone.	601.2310	Oscoda, Mich., control zone.
601.2137	Columbia, S. C., control zone.	601.2225	Mansfield, Ohio, control zone.	601.2311	San Antonio, Tex., control zone.
601.2138	Crestview, Fla., control zone.	601.2226	Springfield, Ill., control zone.	601.2312	Columbus, Ind., control zone.
601.2139	Cross City, Fla., control zone.	601.2227	Dover, Del., control zone.	601.2313	Pittsburgh, Pa., control zone.
601.2140	Daytona Beach, Fla., control zone.	601.2228	Fairbanks, Alaska, control zone.	601.2314	Bryan, Tex., control zone.
601.2141	Dothan, Ala., control zone.	601.2229	Fairfield, Calif., control zone.	601.2315	San Bernardino, Calif., control zone.
601.2142	Florence, S. C., control zone.	601.2230	Brunswick, Ga., control zone.	601.2316	Marianna, Fla., control zone.
601.2143	Fort Myers, Fla., control zone.	601.2231	Vero Beach, Fla., control zone.	601.2317	Tuscaloosa, Ala., control zone.
601.2144	Greensboro, N. C., control zone.	601.2232	Norfolk, Va., control zone.	601.2318	Myrtle Beach, S. C., control zone.
601.2145	Greenville, S. C., control zone.	601.2233	Quonset Point, R. I., control zone.	601.2319	Malden, Mo., control zone.
601.2146	Greenwood, Miss., control zone.	601.2234	Miami, Fla., control zone.	601.2320	Midland, Tex., control zone.
601.2147	Waterloo, Iowa, control zone.	601.2235	Truth or Consequences, N. Mex., control zone.	601.2321	Oxnard, Calif., control zone.
601.2148	Jackson, Miss., control zone.	601.2236	Whidbey Island, Wash., control zone.	601.2322	Fort Worth, Tex., control zone.
601.2149	Jacksonville, Fla., control zone.	601.2237	Dyersburg, Tenn., control zone.	601.2323	Grand Prairie, Tex., control zone.
601.2150	Key West, Fla., control zone.	601.2238	New York, N. Y., control zone.	601.2324	New Bern, N. C., control zone.
601.2151	Knoxville, Tenn., control zone.	601.2239	Cordova, Alaska, control zone.	601.2325	Hyannis, Mass., control zone.
601.2152	Macon, Ga., control zone.	601.2240	Milton, Fla., control zone.	601.2326	Martha's Vineyard, Mass., control zone.
601.2153	Melbourne, Fla., control zone.	601.2241	Macon, Ga., control zone.	601.2327	Baton Rouge, La., control zone.
601.2154	Memphis, Tenn., control zone.	601.2242	Lexington, Ky., control zone.	601.2328	Manchester, N. H., control zone.
601.2155	Meridian, Miss., control zone.	601.2243	Hempstead, N. Y., control zone.	601.2329	Gage, Okla., control zone.
601.2156	Miami, Fla., control zone.	601.2244	Quantico, Va., control zone.	601.2330	Alexandria, La., control zone.
601.2157	Mobile, Ala., control zone.	601.2245	Chanute, Kans., control zone.	601.2331	Lake Charles, La., control zone.
601.2158	Grandview, Mo., control zone.	601.2246	Oklahoma City, Okla., control zone.	601.2332	Beaumont, Tex., control zone.
601.2159	Montgomery, Ala., control zone.	601.2247	Ablene, Tex., control zone.	601.2333	Palacios, Tex., control zone.
601.2160	Muscle Shoals, Ala., control zone.	601.2248	San Antonio, Tex., control zone.	601.2334	Alice, Tex., control zone.
601.2161	Nashville, Tenn., control zone.	601.2249	Corpus Christi, Tex., control zone.	601.2335	Eau Claire, Wis., control zone.
601.2162	Orlando, Fla., control zone.	601.2250	Tyler, Tex., control zone.	601.2336	Green Bay, Wis., control zone.
601.2163	Pensacola, Fla., control zone.	601.2251	Albany, Ga., control zone.	601.2337	Wausau, Wis., control zone.
601.2164	Raleigh, N. C., control zone.	601.2252	El Toro, Calif., control zone.	601.2338	Phoenix, Ariz., control zone.
601.2165	Savannah, Ga., control zone.	601.2253	Sedalia, Mo., control zone.	601.2339	Douglas, Ariz., control zone.
601.2166	Spartanburg, S. C., control zone.	601.2254	Falmouth, Mass., control zone.	601.2340	Sanford, Fla., control zone.
601.2167	Tallahassee, Fla., control zone.	601.2255	Aguadilla, P. R., control zone.	601.2341	Utica, N. Y., control zone.
601.2168	Tampa, Fla., control zone.	601.2256	Parkersburg, W. Va., control zone.	601.2342	Ardmore, Okla., control zone.
601.2169	Tri-City, Tenn., control zone.	601.2257	Rantoul, Ill., control zone.	601.2343	Pine Bluff, Ark., control zone.
601.2170	West Palm Beach, Fla., control zone.	601.2258	Wichita Falls, Tex., control zone.	601.2344	Gulfport, Miss., control zone.
601.2171	Winston-Salem, N. C., control zone.	601.2259	Kodiak, Alaska, control zone.	601.2345	Calverton, N. Y., control zone.
601.2172	Alma, Ga., control zone.	601.2260	Fort Smith, Ark., control zone.	601.2346	Guam Island control zone.
601.2173	Bakersfield, Calif., control zone.	601.2261	Yakutat, Alaska, control zone.	601.2347	Guam Island control zone.
601.2174	Burbank, Calif., control zone.	601.2262	Honolulu, T. H., control zone.	601.2348	Midway Island control zone.
601.2175	El Centro, Calif., control zone.	601.2263	Lafayette, La., control zone.	601.2349	Kwajalein Island control zone.
601.2176	Fresno, Calif., control zone.	601.2264	Spokane, Wash., control zone.	601.2350	Childress, Tex., control zone.
601.2177	Las Vegas, Nev., control zone.	601.2265	Wright-Patterson AFB, Ohio, control zone.	601.2351	Cotulla, Tex., control zone.
601.2178	Long Beach, Calif., control zone.	601.2266	Springfield, Ohio, control zone.	601.2352	Dalhart, Tex., control zone.
601.2179	Los Angeles, Calif., control zone.	601.2267	Baltimore, Md., control zone.	601.2353	Lufkin, Tex., control zone.
601.2180	Oakland, Calif., control zone.	601.2268	Ottumwa, Iowa, control zone.	601.2354	Texarkana, Ark., control zone.
601.2181	Ogden, Utah, control zone.	601.2269	Fort Dix, N. J., control zone.	601.2355	Walnut Ridge, Ark., control zone.
601.2182	Palmdale, Calif., control zone.	601.2270	Enid, Okla., control zone.	601.2356	Hobart, Okla., control zone.
601.2183	Grand Junction, Colo., control zone.	601.2271	Saginaw, Mich., control zone.	601.2357	Brunswick, Ga., control zone.
601.2184	Prescott, Ariz., control zone.	601.2272	Wake Island control zone.	601.2358	Clovis, N. Mex., control zone.
601.2185	Sacramento, Calif., control zone.	601.2273	Cincinnati, Ohio, control zone.	601.2359	Victoria, Tex., control zone.
601.2186	San Diego, Calif., control zone.	601.2274	Craig AFB, Selma, Ala., control zone.	601.2360	South Weymouth, Mass., control zone.
601.2187	San Francisco, Calif., control zone.	601.2275	Pensacola, Fla., control zone.	601.2361	Grosse Ile, Mich., control zone.
601.2188	Salt Lake City, Utah, control zone.	601.2276	Westover, Mass., control zone.	601.2362	Merced, Calif., control zone.
601.2189	Olathe, Kans., control zone.	601.2277	Carlsbad, N. Mex., control zone.	601.2363	Elizabeth City, N. C., control zone.
601.2190	Atlantic City, N. J., control zone.	601.2278	New Bedford, Mass., control zone.	601.2364	Hopkinsville, Ky., control zone.
601.2191	Zanesville, Ohio, control zone.	601.2279	Anchorage, Alaska, control zone.	601.2365	Salem, Oreg., control zone.
601.2192	Ontario, Calif., control zone.	601.2280	Hobbs, N. Mex., control zone.	601.2366	Riverside, Calif., control zone.
601.2193	Kahului, Maui, T. H., control zone.	601.2281	Tacoma, Wash., control zone.	601.2367	Fort Bragg, N. C., control zone.
601.2194	Hilo, Hawaii, T. H., control zone.	601.2282	Mt. Clemens, Mich., control zone.	601.2368	Sault Ste. Marie, Mich., control zone.
601.2195	Windsor Locks, Conn., control zone.	601.2283	Atlanta, Ga., control zone.	601.2369	Sacramento, Calif., control zone.
601.2196	Wilmington, Del., control zone.	601.2284	Traverse City, Mich., control zone.	601.2371	Plattsburg, N. Y., control zone.
601.2197	Morgantown, W. Va., control zone.	601.2285	Victorville, Calif., control zone.	601.2372	Asheville, N. C., control zone.
601.2198	Montpelier, Vt., control zone.	601.2286	Columbus, Ga., control zone.	601.2373	Atlanta, Ga., control zone.
601.2199	Syracuse, N. Y., control zone.	601.2287	San Antonio, Tex., control zone.	601.2374	Billings, Mont., control zone.
601.2200	Allentown, Pa., control zone.	601.2288	Longview, Tex., control zone.	601.2375	Islip, N. Y., control zone.
601.2201	Williamsport, Pa., control zone.	601.2289	Houghton, Mich., control zone.	601.2376	Little Rock, Ark., control zone.
601.2202	Philadelphia, Pa., control zone.	601.2290	Grand Marais, Mich., control zone.	601.2377	Shreveport, La., control zone.
601.2203	Martinsburg, W. Va., control zone.	601.2291	Sault Ste. Marie, Mich., control zone.	601.2378	Peru, Ind., control zone.
601.2204	Presque Isle, Maine, control zone.	601.2292	Oceana, Va., control zone.	601.2379	Beaufort, S. C., control zone.
601.2205	Chincoteague, Va., control zone.	601.2293	Chicago, Ill., control zone.	601.2380	Altus, Okla., control zone.
601.2206	New York, N. Y., control zone.	601.2294	Nantucket, Mass., control zone.	601.2381	Homestead, Fla., control zone.
601.2207	White Plains, N. Y., control zone.				
601.2208	Stockton, Calif., control zone.				

Sec.
 601.2382 Huntsville, Ala., control zone.
 601.2383 Memphis, Tenn., control zone.
 601.2384 Blytheville, Ark., control zone.
 601.2385 Mojave, Calif., control zone.
 601.2386 Mountain Home, Idaho, control zone.
 601.2387 San Antonio, Tex., control zone.
 601.2388 Miramar, Calif., control zone.
 601.2389 Portsmouth, N. H., control zone.
 601.2390 North, S. C., control zone.
 601.2391 Kaneohe, Oahu, T. H., control zone.
 601.2392 Elmira, N. Y., control zone.
 601.2393 Watertown, N. Y., control zone.
 601.2394 Niagara Falls, N. Y., control zone.
 601.2396 Everett, Wash., control zone.
 601.2397 Schenectady, N. Y., control zone.
 601.2398 El Dorado, Ark., control zone.
 601.2399 Del Rio, Tex., control zone.
 601.2400 La Grange, Ga., control zone.
 601.2401 Findlay, Ohio, control zone.
 601.2402 Hickory, N. C., control zone.
 601.2403 Fort Rucker, Ala., control zone.
 601.2404 Harlingen, Tex., control zone.
 601.2405 Junction, Tex., control zone.
 601.2406 Rocky Mount, N. C., control zone.
 601.2409 Goldsboro, N. C., control zone.
 601.2410 Pocatello, Idaho, control zone.
 601.2411 Clinton, Okla., control zone.
 601.2412 Mineral Wells, Tex., control zone.
 601.2413 Hoquiam, Wash., control zone.
 601.2414 Chandler, Ariz., control zone.
 601.2415 San Jose, Calif., control zone.
 601.2416 Sherman, Tex., control zone.
 601.2417 Atlanta, Ga., control zone.

Subpart E—Colored Civil Airway Reporting Points

DESIGNATION OF REPORTING POINTS

601.4001 Designation of reporting points.

GREEN CIVIL AIRWAYS

601.4011 Green civil airway No. 1 (Patricia Bay, British Columbia to United States-Canadian Border via Milinocket, Maine).
 601.4012 Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).
 601.4013 Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).
 601.4014 Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).
 601.4015 Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).
 601.4016 Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.).
 601.4017 Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).
 601.4018 Green civil airway No. 8 (Cold Bay, Alaska, to Northway, Alaska).
 601.4019 Green civil airway No. 9 (Hawaiian Islands).
 601.4020 Green civil airway No. 10 (United States-Canadian Border to Denver, Colo.).

AMBER CIVIL AIRWAYS

601.4101 Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska).
 601.4102 Amber civil airway No. 2 (Daggett, Calif., to Point Barrow, Alaska).
 601.4103 Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).
 601.4104 Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).
 601.4105 Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).
 601.4106 Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).
 601.4107 Amber civil airway No. 7 (Key West, Fla., to United States-Canadian Border).
 601.4108 Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg, Wash.).
 601.4109 Amber civil airway No. 9 (Charleston, S. C., to Norfolk, Va.).

Sec.
 601.4110 Amber civil airway No. 10 (Hawaiian Islands).
 601.4111 Amber civil airway No. 11 (Hawaiian Islands).
 601.4112 Amber civil airway No. 12 (Hawaiian Islands).
 601.4113 Amber civil airway No. 13 (Hawaiian Islands).

RED CIVIL AIRWAYS

601.4201 Red civil airway No. 1 (Big Spring, Tex., to San Antonio, Tex.).
 601.4202 Red civil airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.).
 601.4203 Red civil airway No. 3 (Phillipsburg, Pa., to Hartford, Conn.).
 601.4204 Red civil airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.).
 601.4205 Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).
 601.4206 Red civil airway No. 6 (Denver, Colo., to Omaha, Nebr.).
 601.4207 Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.).
 601.4208 Red civil airway No. 8 (Dayton, Ohio, to Newark, N. J.).
 601.4209 Red civil airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.).
 601.4210 Red civil airway No. 10 (Wichita Falls, Tex., to Augusta, Ga.).
 601.4211 Red civil airway No. 11 (Enid, Okla., to Boston, Mass.).
 601.4212 Red civil airway No. 12 (Joliet, Ill., to Erie, Pa.).
 601.4213 Red civil airway No. 13 (Wheeling, W. Va., to Boston, Mass.).
 601.4214 Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.).
 601.4215 Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.).
 601.4216 Red civil airway No. 16 (Tallahassee, Fla., to Raleigh, N. C.).
 601.4217 Red civil airway No. 17 (St. Louis, Mo., to Baltimore, Md.).
 601.4218 Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).
 601.4219 Red civil airway No. 19 (Traverse City, Mich., to Norfolk, Va.).
 601.4220 Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.).
 601.4221 Red civil airway No. 21 (New York, N. Y., to Boston, Mass.).
 601.4222 Red civil airway No. 22 (Mount Clemens, Mich., to Albany, N. Y.).
 601.4223 Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).
 601.4224 Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).
 601.4225 Red civil airway No. 25 (United States-Canadian Border to Bangor, Maine).
 601.4226 Red civil airway No. 26 (Petersburg, Va., to Corapeake, N. C.).
 601.4227 Red civil airway No. 27 (Nenabank, Alaska, to Wolf Intersection, Alaska).
 601.4228 Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.).
 601.4230 Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).
 601.4231 Red civil airway No. 31 (Cheyenne, Wyo., to La Crosse, Wis.).
 601.4232 Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.).
 601.4233 Red civil airway No. 33 (Norfolk, Va., to Boston, Mass.).
 601.4234 Red civil airway No. 34 (Charleston, W. Va., to Weeksville, N. C.).
 601.4235 Red civil airway No. 35 (Pueblo, Colo., to St. Joseph, Mo.).
 601.4236 Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).
 601.4237 Red civil airway No. 37 (Tyler, Tex., to Gordonsville, Va.).
 601.4238 Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.).
 601.4239 Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).

Sec.
 601.4240 Red civil airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska).
 601.4241 Red civil airway No. 41 (Cape Spencer, Alaska, to Sisters Island, Alaska).
 601.4242 Red civil airway No. 42 (Milwaukee, Wis., to Aurora, Ill.).
 601.4244 Red civil airway No. 44 (Bellingham, Wash., to United States-Canadian Border).
 601.4245 Red civil airway No. 45 (Blackstone, Va., to Lancaster, Pa.).
 601.4246 Red civil airway No. 46 (United States-Canadian Border to Jamestown, N. Dak.).
 601.4247 Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.).
 601.4249 Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).
 601.4250 Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).
 601.4251 Red civil airway No. 51 (Blackstone, Va., to Norfolk, Va.).
 601.4252 Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).
 601.4253 Red civil airway No. 53 (Portland, Oreg., to Spokane, Wash.).
 601.4254 Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah).
 601.4255 Red civil airway No. 55 (Chicago, Ill., to Columbus, Ohio).
 601.4256 Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).
 601.4257 Red civil airway No. 57 (Des Moines, Iowa, to Youngstown, Ohio).
 601.4258 Red civil airway No. 58 (Augusta, Maine, to United States-Canadian Border).
 601.4259 Red civil airway No. 59 (Garden City, Kans., to Oklahoma City, Okla.).
 601.4260 Red civil airway No. 60 (Oakland, Calif., to Stockton, Calif.).
 601.4261 Red civil airway No. 61 (Butler, Pa., to Washington, D. C.).
 601.4263 Red civil airway No. 63 (Bangor, Mich., to Jackson, Mich.).
 601.4264 Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska).
 601.4265 Red civil airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.).
 601.4267 Red civil airway No. 67 (Crestview, Fla., to Atlanta, Ga.).
 601.4268 Red civil airway No. 68 (Midland, Tex., to Shreveport, La.).
 601.4269 Red civil airway No. 69 (Midland, Tex., to Big Spring, Tex.).
 601.4270 Red civil airway No. 70 (Midland, Tex., to Lubbock, Tex.).
 601.4271 Red civil airway No. 71 (El Paso, Tex., to Lubbock, Tex.).
 601.4272 Red civil airway No. 72 (Millville, N. J., to Paterson, N. J.).
 601.4273 Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).
 601.4274 Red civil airway No. 74 (New Orleans, La., to Bay Minette, Ala.).
 601.4275 Red civil airway No. 75 (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.).
 601.4276 Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.).
 601.4277 Red civil airway No. 77 (Greensboro, N. C., to Atlantic City, N. J.).
 601.4278 Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).
 601.4279 Red civil airway No. 79 (Neah Bay, Wash., to Everett, Wash.).
 601.4280 Red civil airway No. 80 (Helena, Mont., to Miles City, Mont.).
 601.4281 Red civil airway No. 81 (Lansing, Mich., to Detroit, Mich.).
 601.4282 Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).

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601.4283 Red civil airway No. 83 (Gila Bend, Ariz., to Tucson, Ariz.).
601.4284 Red civil airway No. 84 (Meridian, Miss., to Columbus, Ga.).
601.4286 Red civil airway No. 86 (Millinocket, Maine, to Houlton, Maine).
601.4287 Red civil airway No. 87 (Hawaiian Islands).
601.4288 Red civil airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.).
601.4289 Red civil airway No. 89 (Quincy, Ill., to Peoria, Ill.).
601.4290 Red civil airway No. 90 (Oxnard, Calif., to Burbank, Calif.).
601.4291 Red civil airway No. 91 (Dunkirk, N. Y., to Syracuse, N. Y.).
601.4292 Red civil airway No. 92 (Sault Ste. Marie, Mich., to United States-Canadian Border).
601.4294 Red civil airway No. 94 (Providence, R. I., to Hyannis, Mass.).
601.4295 Red civil airway No. 95 (Elmira, N. Y., to Utica, N. Y.).
601.4296 Red civil airway No. 96 (Palacios, Tex., to Baton Rouge, La.).
601.4297 Red civil airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).
601.4298 Red civil airway No. 98 (Vichy, Mo., to Belleville, Ill.).
601.4299 Red civil airway No. 99 (Iliamna, Alaska, to Homer, Alaska).
601.4300 Red civil airway No. 100 (South Bend, Ind., to Battle Creek, Mich.).
601.4301 Red civil airway No. 101 (Biloxi, Miss., to Pensacola, Fla.).
601.4302 Red civil airway No. 102 (Lexington, Ky., to Huntington, W. Va.).
601.4303 Red civil airway No. 103 (Anchorage, Alaska, to Middleton Island, Alaska).
601.4304 Red civil airway No. 104 (Greensboro, N. C., to Raleigh, N. C.).
601.4305 Red civil airway No. 105 (Wichita, Kans., to Neosho, Mo.).
601.4306 Red civil airway No. 106 (Scottsbluff, Nebr., to North Platte, Nebr.).
601.4307 Red civil airway No. 107 (Stanton, Minn., to Red Wing, Minn.).
601.4308 Red civil airway No. 108 (Promontory Point, Utah, to Fort Bridger, Wyo.).
601.4309 Red civil airway No. 109 (Portland, Oreg., to Spokane, Wash.).
601.4310 Red civil airway No. 110 (Mobile, Ala., to Pensacola, Fla.).
601.4312 Red civil airway No. 112 (Albany, N. Y., to Westfield, Mass.).
601.4313 Red civil airway No. 113 (Hawaiian Islands).

BLUE CIVIL AIRWAYS

601.4601 Blue civil airway No. 1 (Miami, Fla., to Tampa, Fla.).
601.4602 Blue civil airway No. 2 (Montgomery, Ala., to Erie, Pa.).
601.4603 Blue civil airway No. 3 (Miami, Fla., to Sault Ste. Marie, Mich.).
601.4604 Blue civil airway No. 4 (Boston, Mass., to United States-Canadian Border).
601.4605 Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.).
601.4606 Blue civil airway No. 6 (Ablene, Tex., to Muskegon, Mich.).
601.4607 Blue civil airway No. 7 (Hollister, Calif., to Williams, Calif.).
601.4608 Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).
601.4609 Blue civil airway No. 9 (Springfield, Mo., to United States-Canadian Border).

Sec.
601.4610 Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.).
601.4611 Blue civil airway No. 11 (Findlay, Ohio, to Dunkirk, N. Y.).
601.4612 Blue civil airway No. 12 (McGrath, Alaska, to Galena, Alaska).
601.4613 Blue civil airway No. 13 (Houston, Tex., to Des Moines, Iowa).
601.4614 Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.).
601.4615 Blue civil airway No. 15 (Akron, Ohio, to Hubbard, Ohio).
601.4616 Blue civil airway No. 16 (Waverly, Va., to Tappahannock, Va.).
601.4617 Blue civil airway No. 17 (Bangor, Maine, to Presque Isle, Maine).
601.4618 Blue civil airway No. 18 (Paterson, N. J., to United States-Canadian Border).
601.4619 Blue civil airway No. 19 (Key West, Fla., to Orlando, Fla.).
601.4620 Blue civil airway No. 20 (Millville, N. J., to Allentown, Pa.).
601.4621 Blue civil airway No. 21 (Coles Point, Va., to Elmira, N. Y.).
601.4623 Blue civil airway No. 23 (Norfolk, Va., to Chincoteague, Va.).
601.4625 Blue civil airway No. 25 (Middleton Island, Alaska, to Big Delta, Alaska).
601.4626 Blue civil airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska).
601.4627 Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).
601.4628 Blue civil airway No. 28 (Columbia, S. C., to Bull's Gap, Tenn.).
601.4629 Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.).
601.4630 Blue civil airway No. 30 (Brownsville, Tex., to Pueblo, Colo.).
601.4631 Blue civil airway No. 31 (Burlington, Iowa, to Madison, Wis.).
601.4632 Blue civil airway No. 32 (Anchorage, Alaska, to Talkeetna, Alaska).
601.4633 Blue civil airway No. 33 (Lansing, Mich., to Saginaw, Mich.).
601.4634 Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.).
601.4636 Blue civil airway No. 36 (Akron, Colo., to Kimball, Nebr.).
601.4637 Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).
601.4638 Blue civil airway No. 38 (Five Finger, Alaska, to United States-Canadian Border).
601.4639 Blue civil airway No. 39 (Savannah, Ga., to Elmira, N. Y.).
601.4640 Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).
601.4641 Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border).
601.4642 Blue civil airway No. 42 (Goshen, Ind., to Saginaw, Mich.).
601.4643 Blue civil airway No. 43 (Healy, Alaska, to Fairbanks, Alaska).
601.4644 Blue civil airway No. 44 (Indianapolis, Ind., to United States-Canadian Border).
601.4645 Blue civil airway No. 45 (Greenfield, Mass., to Newport, Vt.).
601.4646 Blue civil airway No. 46 (Memphis Tenn., to Paducah, Ky.).
601.4647 Blue civil airway No. 47 (Blackstone, Va., to Dunkirk, N. Y.).
601.4648 Blue civil airway No. 48 (Marathon, Fla., to Miami, Fla.).
601.4649 Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).
601.4651 Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).
601.4653 Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).
601.4654 Blue civil airway No. 54 (Evergreen, Calif., to Hamilton AFB, Calif.).
601.4655 Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).

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601.4656 Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).
601.4657 Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho).
601.4658 Blue civil airway No. 58 (Hyannis, Mass., to Squantum, Mass.).
601.4660 Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).
601.4663 Blue civil airway No. 63 (Concord, N. H., to Berlin, N. H.).
601.4664 Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).
601.4665 Blue civil airway No. 65 (Shuyak, Alaska, to Homer, Alaska).
601.4666 Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).
601.4667 Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).
601.4668 Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).
601.4669 Blue civil airway No. 69 (St. Louis, Mo., to Quincy, Ill.).
601.4670 Blue civil airway No. 70 (Waco, Tex., to Tulsa, Okla.).
601.4671 Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash.).
601.4672 Blue civil airway No. 72 (Enid, Okla., to Wichita, Kans.).
601.4675 Blue civil airway No. 75 (Cleveland, Ohio, to United States-Canadian Border).
601.4676 Blue civil airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).
601.4678 Blue civil airway No. 78 (Spring Bay, Utah, to Malad City, Idaho).
601.4679 Blue civil airway No. 79 (Annette Island, Alaska, to United States-Canadian Border).
601.4680 Blue civil airway No. 80 (Unalakleet, Alaska, to Moses Point, Alaska).
601.4681 Blue civil airway No. 81 (Charleston, W. Va., to Akron, Ohio).
601.4684 Blue civil airway No. 84 (Augusta, Maine, to Millinocket, Maine).
601.4685 Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.).
601.4686 Blue civil airway No. 86 (Goshen, Ind., to Fort Wayne, Ind.).
601.4687 Blue civil airway No. 87 (Atlanta, Ga., to Detroit, Mich.).

OTHER REPORTING POINTS

601.5001 Other reporting points.

Subpart F—VOR Civil Airway Control Areas

DOMESTIC VOR CIVIL AIRWAY CONTROL AREAS

601.6001 VOR civil airway No. 1 control areas (Charleston, S. C., to New York, N. Y.).
601.6002 VOR civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).
601.6003 VOR civil airway No. 3 control areas (Key West, Fla., to Presque Isle, Maine).
601.6004 VOR civil airway No. 4 control areas (Seattle, Wash., to Washington, D. C.).
601.6005 VOR civil airway No. 5 control areas (Jackson, Fla., to London, Ontario).
601.6006 VOR civil airway No. 6 control areas (Oakland, Calif., to New York, N. Y.).
601.6007 VOR civil airway No. 7 control areas (Miami, Fla., to Green Bay, Wis.).
601.6008 VOR civil airway No. 8 control areas (Long Beach, Calif., to Washington, D. C.).
601.6009 VOR civil airway No. 9 control areas (New Orleans, La., to Milwaukee, Wis.).
601.6010 VOR civil airway No. 10 control areas (Pueblo, Colo., to New York, N. Y.).

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601.6011	VOR civil airway No. 11 control areas (Memphis, Tenn., to Detroit, Mich.).	601.6041	VOR civil airway No. 41 control areas (Pittsburgh, Pa., to Youngstown, Ohio).	601.6072	VOR civil airway No. 72 control areas (Troy, Ill., to Albany, N. Y.).
601.6012	VOR civil airway No. 12 control areas (Santa Barbara, Calif., to Philadelphia, Pa.).	601.6042	VOR civil airway No. 42 control areas (Flint, Mich., to Washington, D. C.).	601.6073	VOR civil airway No. 73 control areas (Wichita, Kans., to Salina, Kans.).
601.6013	VOR civil airway No. 13 control areas (Houston, Tex., to Duluth, Minn.).	601.6043	VOR civil airway No. 43 control areas (Columbus, Ohio, to Erie, Pa.).	601.6074	VOR civil airway No. 74 control areas (Hugo, Colo., to Little Rock, Ark.).
601.6014	VOR civil airway No. 14 control areas (Roswell, N. Mex., to Boston, Mass.).	601.6044	VOR civil airway No. 44 control areas (Centralla, Ill., to Baltimore, Md.).	601.6075	VOR civil airway No. 75 control areas (Petersburg, Va., to Cleveland, Ohio).
601.6015	VOR civil airway No. 15 control areas (Galveston, Tex., to Minot, N. Dak.).	601.6045	VOR civil airway No. 45 control areas (New Bern, N. C., to Saginaw, Mich.).	601.6076	VOR civil airway No. 76 control areas (Lubbock, Tex., to Galveston, Tex.).
601.6016	VOR civil airway No. 16 control areas (Los Angeles, Calif., to Boston, Mass.).	601.6046	VOR civil airway No. 46 control areas (New York, N. Y., to Nantucket, Mass.).	601.6077	VOR civil airway No. 77 control areas (Cottulla, Tex., to Des Moines, Iowa).
601.6017	VOR civil airway No. 17 control areas (Laredo, Tex., to Goodland, Kans.).	601.6047	VOR civil airway No. 47 control areas (Louisville, Ky., to Detroit, Mich.).	601.6078	VOR civil airway No. 78 control areas (Huron, S. Dak., to Minneapolis, Minn.).
601.6018	VOR civil airway No. 18 control areas (Dallas, Tex., to Charleston, S. C.).	601.6048	VOR civil airway No. 48 control areas (Burlington, Iowa, to Pontiac, Ill.).	601.6079	VOR civil airway No. 79 control areas (Fort Stockton, Tex., to Lubbock, Tex.).
601.6019	VOR civil airway No. 19 control areas (El Paso, Tex., to Great Falls, Mont.).	601.6049	VOR civil airway No. 49 control areas (Dillon, Mont., to Great Falls, Mont.).	601.6080	VOR civil airway No. 80 control areas (Sioux Falls, S. Dak., to Redwood Falls, Minn.).
601.6020	VOR civil airway No. 20 control areas (Laredo, Tex., to Richmond, Va.).	601.6050	VOR civil airway No. 50 control areas (Kirkville, Mo., to Indianapolis, Ind.).	601.6081	VOR civil airway No. 81 control areas (Midland, Tex., to Salt Lake City, Utah).
601.6021	VOR civil airway No. 21 control areas (Long Beach, Calif., to United States-Canadian Border).	601.6051	VOR civil airway No. 51 control areas (Miami, Fla., to Chicago, Ill.).	601.6082	VOR civil airway No. 82 control areas (Minneapolis, Minn., to La Crosse, Wis.).
601.6022	VOR civil airway No. 22 control areas (New Orleans, La., to Jacksonville, Fla.).	601.6052	VOR civil airway No. 52 control areas (Des Moines, Iowa, to St. Louis, Mo.).	601.6083	VOR civil airway No. 83 control areas (Carlsbad, N. Mex., to Pueblo, Colo.).
601.6023	VOR civil airway No. 23 control areas (San Diego, Calif., to Bellingham, Wash.).	601.6053	VOR civil airway No. 53 control areas (Charleston, S. C., to Chicago, Ill.).	601.6084	VOR civil airway No. 84 control areas (Shabonna, Ill., to Buffalo, N. Y.).
601.6024	VOR civil airway No. 24 control areas (Aberdeen, S. Dak., to Redwood Falls, Minn.).	601.6054	VOR civil airway No. 54 control areas (Quitman, Tex., to Charlotte, N. C.).	601.6085	VOR civil airway No. 85 control areas (Rock River, Wyo., to Casper, Wyo.).
601.6025	VOR civil airway No. 25 control areas (Los Angeles, Calif., to Ellensburg, Wash.).	601.6055	VOR civil airway No. 55 control areas (Dayton, Ohio, to Green Bay, Wis.).	601.6086	VOR civil airway No. 86 control areas (Butte, Mont., to Bozeman, Mont.).
601.6026	VOR civil airway No. 26 control areas (Cherokee, Wyo., to Cleveland, Ohio).	601.6056	VOR civil airway No. 56 control areas (Montgomery, Ala., to Florence, S. C.).	601.6087	VOR civil airway No. 87 control areas (Gila Bend, Ariz., to Hasayampa, Ariz.).
601.6027	VOR civil airway No. 27 control areas (Los Angeles, Calif., to Seattle, Wash.).	601.6057	VOR civil airway No. 57 control areas (Evergreen, Ala., to York, Ky.).	601.6088	VOR civil airway No. 88 control areas (Tulsa, Okla., to Vichy, Mo.).
601.6028	VOR civil airway No. 28 control areas (Oakland, Calif., to Reno, Nev.).	601.6058	VOR civil airway No. 58 control areas (Bergholz, Ohio, to Hartford, Conn.).	601.6089	VOR civil airway No. 89 control areas (Denver, Colo., to Rapid City, S. Dak.).
601.6029	VOR civil airway No. 29 control areas (Salisbury, Md., to United States-Canadian Border).	601.6060	VOR civil airway No. 60 control areas (Albuquerque, N. Mex., to Lubbock, Tex.).	601.6090	VOR civil airway No. 90 control areas (Litchfield, Mich., to Windsor, Ontario).
601.6030	VOR civil airway No. 30 control areas (Milwaukee, Wis., to Nantucket, Mass.).	601.6061	VOR civil airway No. 61 control areas (Fort Worth, Tex., to Lawton, Okla.).	601.6091	VOR civil airway No. 91 control areas (New York, N. Y., to Montreal, Quebec).
601.6031	VOR civil airway No. 31 control areas (Baltimore, Md., to Rochester, N. Y.).	601.6062	VOR civil airway No. 62 control areas (Santa Fe, N. Mex., to Abilene, Tex.).	601.6092	VOR civil airway No. 92 control areas (Chicago, Ill., to Washington, D. C.).
601.6032	VOR civil airway No. 32 control areas (Battle Mountain, Nev., to Fort Bridger, Wyo.).	601.6063	VOR civil airway No. 63 control areas (Waco, Tex., to Milwaukee, Wis.).	601.6093	VOR civil airway No. 93 control areas (Baltimore, Md., to Presque Isle, Maine).
601.6033	VOR civil airway No. 33 control areas (Baltimore, Md., to Buffalo, N. Y.).	601.6064	VOR civil airway No. 64 control areas (Long Beach, Calif., to Blythe, Calif.).	601.6094	VOR civil airway No. 94 control areas (Casa Grande, Ariz., to Longview, Tex.).
601.6034	VOR civil airway No. 34 control areas (Rochester, N. Y., to Wilton, Conn.).	601.6065	VOR civil airway No. 65 control areas (Kansas City, Mo., to Lamoni, Iowa).	601.6095	VOR civil airway No. 95 control areas (Phoenix, Ariz., to Winslow, Ariz.).
601.6035	VOR civil airway No. 35 control areas (Miami, Fla., to Syracuse, N. Y.).	601.6066	VOR civil airway No. 66 control areas (San Diego, Calif., to Charlotte, N. C.).	601.6096	VOR civil airway No. 96 control areas (LaFayette, Ind., to Toledo, Ohio).
601.6036	VOR civil airway No. 36 control areas (Toronto, Ont., to New York, N. Y.).	601.6067	VOR civil airway No. 67 control areas (Cedar Rapids, Iowa, to Rochester, Minn.).	601.6097	VOR civil airway No. 97 control areas (Miami, Fla., to Minneapolis, Minn.).
601.6037	VOR civil airway No. 37 control areas (Savannah, Ga., to Erie, Pa.).	601.6068	VOR civil airway No. 68 control areas (Albuquerque, N. Mex., to Brownsville, Tex.).	601.6098	VOR civil airway No. 98 control areas (Fort Wayne, Ind., to Montreal, Quebec).
601.6038	VOR civil airway No. 38 control areas (Iowa City, Iowa, to Elkins, W. Va.).	601.6069	VOR civil airway No. 69 control areas (Shreveport, La., to Chicago, Ill.).	601.6099	VOR civil airway No. 99 control areas (Newport, Oreg., to Vancouver, B. C.).
601.6039	VOR civil airway No. 39 control areas (South Boston, Va., to Kennebunk, Maine).	601.6070	VOR civil airway No. 70 control areas (Corpus Christi, Tex., to Evergreen, Ala.).	601.6100	VOR civil airway No. 100 control areas (North Platte, Nebr., to Detroit, Mich.).
601.6040	VOR civil airway No. 40 control areas (Cleveland, Ohio, to Pittsburgh, Pa.).	601.6071	VOR civil airway No. 71 control areas (Pine Bluff, Ark., to Kansas City, Mo.).	601.6101	VOR civil airway No. 101 control areas (Ogden, Utah, to Burley, Idaho).

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601.6102	VOR civil airway No. 102 control areas (Lubbock, Tex., to Wichita Falls, Tex.).	601.6133	VOR civil airway No. 133 control areas (Parkersburg, W. Va., to Traverse City, Mich.).	601.6163	VOR civil airway No. 163 control areas (Brownsville, Tex., to Oklahoma City, Okla.).
601.6103	VOR civil airway No. 103 control areas (Greensboro, N. C., to Cleveland, Ohio.).	601.6134	VOR civil airway No. 134 control areas (Evergreen, Ala., to Columbus, Ga.).	601.6164	VOR civil airway No. 164 control areas (Buffalo, N. Y., to New York, N. Y.).
601.6104	VOR civil airway No. 104 control areas (Ottawa, Ont., to Plattsburg, N. Y.).	601.6135	VOR civil airway No. 135 control areas (Yuma, Ariz., to Las Vegas, Nev.).	601.6165	VOR civil airway No. 165 control areas (Long Beach, Calif., to Coalinga, Calif.).
601.6105	VOR civil airway No. 105 control areas (Phoenix, Ariz., to Las Vegas, Nev.).	601.6136	VOR civil airway No. 136 control areas (Pulaski, Va., to Raleigh, N. C.).	601.6166	VOR civil airway No. 166 control areas (Martinsburg, W. Va., to New York, N. Y.).
601.6106	VOR civil airway No. 106 control areas (Charleston, W. Va., to Kennebunk, Maine.).	601.6137	VOR civil airway No. 137 control areas (Thermal, Calif., to Ukiah, Calif.).	601.6167	VOR civil airway No. 167 control areas (New York, N. Y., to Hartford, Conn.).
601.6107	VOR civil airway No. 107 control areas (Los Angeles, Calif., to Red Bluff, Calif.).	601.6138	VOR civil airway No. 138 control areas (Rock River, Wyo., to Sidney, Nebr.).	601.6168	VOR civil airway No. 168 control areas (Selinsgrove, Pa., to Colts Neck, N. J.).
601.6108	VOR civil airway No. 108 control areas (Colorado Springs, Colo., to Salina, Kans.).	601.6139	VOR civil airway No. 139 control areas (Norwich, Conn., to Boston, Mass.).	601.6169	VOR civil airway No. 169 control areas (Sidney, Nebr., to Rapid City, S. Dak.).
601.6109	VOR civil airway No. 109 control areas (Paso Robles, Calif., to Fresno, Calif.).	601.6140	VOR civil airway No. 140 control areas (Amarillo, Tex., to New York, N. Y.).	601.6170	VOR civil airway No. 170 control areas (Milwaukee, Wis., to Philadelphia, Pa.).
601.6110	VOR civil airway No. 110 control areas (San Francisco, Calif., to Altamont, Calif.).	601.6141	VOR civil airway No. 141 control areas (Nantucket, Mass., to Plattsburg, N. Y.).	601.6171	VOR civil airway No. 171 control areas (Louisville, Ky., to Lone Rock, Wis.).
601.6111	VOR civil airway No. 111 control areas (Salinas, Calif., to Los Banos, Calif.).	601.6142	VOR civil airway No. 142 control areas (Erie, Pa., to Rochester, N. Y.).	601.6172	VOR civil airway No. 172 control areas (Denver, Colo., to Chicago, Ill.).
601.6112	VOR civil airway No. 112 control areas (Portland, Oreg., to Pendleton, Oreg.).	601.6143	VOR civil airway No. 143 control areas (Charlotte, N. C., to Washington, D. C.).	601.6173	VOR civil airway No. 173 control areas (Springfield, Ill., to Chicago, Ill.).
601.6113	VOR civil airway No. 113 control areas (Paso Robles, Calif., to Reno, Nev.).	601.6144	VOR civil airway No. 144 control areas (Chicago, Ill., to Washington, D. C.).	601.6174	VOR civil airway No. 174 control areas (Vichy, Mo., to Washington, D. C.).
601.6114	VOR civil airway No. 114 control areas (Amarillo, Tex., to New Orleans, La.).	601.6145	VOR civil airway No. 145 control areas (Utica, N. Y. to the United States-Canadian Border).	601.6175	VOR civil airway No. 175 control areas (Vichy, Mo., to Columbia, Mo.).
601.6115	VOR civil airway No. 115 control areas (Crestview, Fla., to Charleston, W. Va.).	601.6146	VOR civil airway No. 146 control areas (Wilkes-Barre, Pa., to Woodstock, Conn.).	601.6177	VOR civil airway No. 177 control areas (Wheatfield, Ill., to Janesville, Wis.).
601.6116	VOR civil airway No. 116 control areas (Kansas City, Mo., to New York, N. Y.).	601.6147	VOR civil airway No. 147 control areas (Philadelphia, Pa., to Rochester, N. Y.).	601.6178	VOR civil airway No. 178 control areas (Farmington, Mo., to Paducah, Ky.).
601.6117	VOR civil airway No. 117 control areas (El Centro, Calif., to Daggett, Calif.).	601.6148	VOR civil airway No. 148 control areas (Denver, Colo., to North Platte, Nebr.).	601.6179	VOR civil airway No. 179 control areas (Paducah, Ky., to Centerville, Ill.).
601.6118	VOR civil airway No. 118 control areas (Rock River, Wyo., to Cheyenne, Wyo.).	601.6149	VOR civil airway No. 149 control areas (Allentown, Pa., to Utica, N. Y.).	601.6180	VOR civil airway No. 180 control areas (Austin, Tex., to Galveston, Tex.).
601.6119	VOR civil airway No. 119 control areas (Huntington, W. Va., to Bradford, Pa.).	601.6150	VOR civil airway No. 150 control areas (San Francisco, Calif., to Reno, Nev.).	601.6181	VOR civil airway No. 181 control areas (Sioux Falls, S. Dak., to Watertown, S. Dak.).
601.6120	VOR civil airway No. 120 control areas (Ephrata, Wash., to Miles City, Mont.).	601.6151	VOR civil airway No. 151 control areas (Woonsocket, R. I., to Keene, N. H.).	601.6182	VOR civil airway No. 182 control areas (Portland, Oreg., to Baker, Oreg.).
601.6121	VOR civil airway No. 121 control areas (North Bend, Oreg., to Eugene, Oreg.).	601.6152	VOR civil airway No. 152 control areas (Tampa, Fla., to Daytona Beach, Fla.).	601.6183	VOR civil airway No. 183 control areas (Santa Barbara, Calif., to Bakersfield, Calif.).
601.6122	VOR civil airway No. 122 control areas (Crescent City, Calif., to Klamath Falls, Oreg.).	601.6153	VOR civil airway No. 153 control areas (New York, N. Y., to Syracuse, N. Y.).	601.6184	VOR civil airway No. 184 control areas (Erie, Pa., to Philipsburg, Pa.).
601.6123	VOR civil airway No. 123 control areas (Washington, D. C., to Wilton, Conn.).	601.6154	VOR civil airway No. 154 control areas (Meridian, Miss., to Savannah, Ga.).	601.6185	VOR civil airway No. 185 control areas (Savannah, Ga., to Knoxville, Tenn.).
601.6125	VOR civil airway No. 125 control areas (Anthony, Kans., to Hutchinson, Kans.).	601.6155	VOR civil airway No. 155 control areas (Raleigh, N. C., to Washington, D. C.).	601.6186	VOR civil airway No. 186 control areas (St. Louis, Mo. to Vandalia, Ill.).
601.6126	VOR civil airway No. 126 control areas (Chicago, Ill., to New York, N. Y.).	601.6156	VOR civil airway No. 156 control areas (Elkins, W. Va., to Richmond, Va.).	601.6187	VOR civil airway No. 187 control areas (Grand Junction, Colo., to Rock Springs, Wyo.).
601.6127	VOR civil airway No. 127 control areas (Livingston, Mont., to Helena, Mont.).	601.6157	VOR civil airway No. 157 control areas (Miami, Fla., to Richmond, Va.).	601.6188	VOR civil airway No. 188 control areas (Detroit, Mich., to New York, N. Y.).
601.6128	VOR civil airway No. 128 control areas (Chicago, Ill., to Charleston, W. Va.).	601.6158	VOR civil airway No. 158 control areas (Waterloo, Iowa, to Polo, Ill.).	601.6189	VOR civil airway No. 189 control areas (Pittsburgh, Pa., to Brookville, Pa.).
601.6129	VOR civil airway No. 129 control areas (Rockford, Ill., to Eau Claire, Wis.).	601.6159	VOR civil airway No. 159 control areas (Miami, Fla., to Albany, Ga.).	601.6190	VOR civil airway No. 190 control areas (Grants, N. Mex., to Evansville, Ind.).
601.6130	VOR civil airway No. 130 control areas (Albany, N. Y., to Providence, R. I.).	601.6160	VOR civil airway No. 160 control areas (Denver, Colo., to Sidney, Nebr.).	601.6191	VOR civil airway No. 191 control areas (Walnut Ridge, Ark., to Milwaukee, Wis.).
601.6131	VOR civil airway No. 131 control areas (Tulsa, Okla., to Topeka, Kans.).	601.6161	VOR civil airway No. 161 control areas (Fort Worth, Tex., to Alexandria, Minn.).	601.6192	VOR civil airway No. 192 control areas (Grant, N. Mex., to Tucuman, N. Mex.).
601.6132	VOR civil airway No. 132 control areas (Cheyenne, Wyo., to Springfield, Mo.).	601.6162	VOR civil airway No. 162 control areas (Harrisburg, Pa., to Allentown, Pa.).	601.6193	VOR civil airway No. 193 control areas (Keeler, Mich., to Sault Ste. Marie, Mich.).

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601.6194	VOR civil airway No. 194 control areas (Lafayette, La., to Norfolk, Va.).	601.6225	VOR civil airway No. 225 control areas (Key West, Fla., to Vero Beach, Fla.).	601.6256	VOR civil airway No. 256 control areas (Reinholds, Pa., to Yardley, Pa.).
601.6195	VOR civil airway No. 195 control areas (Oakland, Calif., to Fortuna, Calif.).	601.6226	VOR civil airway No. 226 control areas (Williamsport, Pa., to New York, N. Y.).	601.6257	VOR civil airway No. 257 control areas (Delta, Utah, to Ogden, Utah).
601.6196	VOR civil airway No. 196 control areas (Rock River, Wyo., to Chadron, Nebr.).	601.6227	VOR civil airway No. 227 control areas (Louisville, Ky., to Peotone, Ill.).	601.6258	VOR civil airway No. 258 control areas (Charleston, W. Va., to Roanoke, Va.).
601.6198	VOR civil airway No. 198 control areas (El Paso, Tex., to Galveston, Tex.).	601.6228	VOR civil airway No. 228 control areas (Wheeling, Ill., to South Bend, Ind.).	601.6259	VOR civil airway No. 259 control areas (Charlotte, N. C., to Tri-City, Tenn.).
601.6199	VOR civil airway No. 199 control areas (San Francisco, Calif., to Ukiah, Calif.).	601.6229	VOR civil airway No. 229 control areas (Wilmington, N. C., to Co-field, N. C.).	601.6260	VOR civil airway No. 260 control areas (Charleston, W. Va., to Roanoke, Va.).
601.6200	VOR civil airway No. 200 control areas (Ukiah, Calif., to Kremmling, Colo.).	601.6230	VOR civil airway No. 230 control areas (Salina, Calif., to Fresno, Calif.).	601.6261	VOR civil airway No. 261 control areas (Pulaski, Va., to Hinton, W. Va.).
601.6201	VOR civil airway No. 201 control areas (Los Angeles, Calif., to Pasadena, Calif.).	601.6231	VOR civil airway No. 231 control areas (Missoula, Mont., to Ronan, Mont.).	601.6262	VOR civil airway No. 262 control areas (Bradford, Ill., to Chicago, Ill.).
601.6202	VOR civil airway No. 202 control areas (Tucson, Ariz., to Truth or Consequences, N. Mex.).	601.6232	VOR civil airway No. 232 control areas (Cleveland, Ohio, to Fitzgerald, Pa.).	601.6263	VOR civil airway No. 263 control areas (Lamar, Colo., to Thurman, Colo.).
601.6203	VOR civil airway No. 203 control areas (Norwich, Conn., to Massena, N. Y.).	601.6233	VOR civil airway No. 233 control areas (Springfield, Ill., to Cedar Rapids, Iowa).	601.6264	VOR civil airway No. 264 control areas (Ontario, Calif., to Giant Rock, Calif.).
601.6204	VOR civil airway No. 204 control areas (Hoquiam, Wash., to Olympia, Wash.).	601.6234	VOR civil airway No. 234 control areas (Anton Chico, New Mex., to Dalhart, Tex.).	601.6265	VOR civil airway No. 265 control areas (Washington, D. C., to Harrisburg, Pa.).
601.6205	VOR civil airway No. 205 control areas (Springfield, Mo., to Kansas City, Mo.).	601.6235	VOR civil airway No. 235 control areas (Utah Lake, Utah, to Fort Bridger, Wyo.).	601.6266	VOR civil airway No. 266 control areas (South Boston, Va., to Elizabeth City, N. C.).
601.6206	VOR civil airway No. 206 control areas (Blue Springs, Mo., to Kirksville, Mo.).	601.6236	VOR civil airway No. 236 control areas (Booneville, Utah, to Ogden, Utah).	601.6267	VOR civil airway No. 267 control areas (Miami, Fla., to Jacksonville, Fla.).
601.6207	VOR civil airway No. 207 control areas (Denver, Colo., to Egbert, Wyo.).	601.6237	VOR civil airway No. 237 control areas (Needles, Calif., to Mormon Mesa, Nev.).	601.6268	VOR civil airway No. 268 control areas (Keymar, Md., to Baltimore, Md.).
601.6208	VOR civil airway No. 208 control areas (Los Angeles, Calif., to Needles, Calif.).	601.6238	VOR civil airway No. 238 control areas (Phillipsburg, Pa., to Atlantic City, N. J.).	601.6269	VOR civil airway No. 269 control areas (Wells, Nev., to Dubois, Idaho).
601.6209	VOR civil airway No. 209 control areas (Los Angeles, Calif., to Paso Robles, Calif.).	601.6239	VOR civil airway No. 239 control areas (Wildwood, N. J., to Newark, N. J.).	601.6270	VOR civil airway No. 270 control areas (Binghamton, N. Y., to Chester, Mass.).
601.6210	VOR civil airway No. 210 control areas (Los Angeles, Calif., to Wheeling, W. Va.).	601.6240	VOR civil airway No. 240 control areas (New Orleans, La., to Mobile, Ala.).	601.6271	VOR civil airway No. 271 control areas (Bonneville, Utah, to Burley, Idaho).
601.6211	VOR civil airway No. 211 control areas (Fort Stockton, Tex., to Cotulla, Tex.).	601.6241	VOR civil airway No. 241 control areas (Crestview, Fla., to Atlanta, Ga.).	601.6272	VOR civil airway No. 272 control areas (Sayre, Okla., to Oklahoma City, Okla.).
601.6212	VOR civil airway No. 212 control areas (Ukiah, Calif., to Reno, Nev.).	601.6242	VOR civil airway No. 242 control areas (Mobile, Ala., to Magnolia Springs, Ala.).	601.6273	VOR civil airway No. 273 control areas (Downsville, N. Y., to Syracuse, N. Y.).
601.6213	VOR civil airway No. 213 control areas (Rocky Mount, N. C., to Boykins, Va.).	601.6243	VOR civil airway No. 243 control areas (Chattanooga, Tenn., to Scotland, Ind.).	601.6274	VOR civil airway No. 274 control areas (Grand Rapids, Mich., to Saginaw, Mich.).
601.6214	VOR civil airway No. 214 control areas (Shelbyville, Ind., to Wheeling, W. Va.).	601.6244	VOR civil airway No. 244 control areas (Oakland, Calif., to Modesto, Calif.).	601.6275	VOR civil airway No. 275 control areas (Cincinnati, Ohio, to Detroit, Mich.).
601.6215	VOR civil airway No. 215 control areas (Muskegon, Mich., to White Cloud, Mich.).	601.6246	VOR civil airway No. 246 control areas (Dayton, Ohio, to Mansfield, Ohio).	601.6276	VOR civil airway No. 276 control areas (Ellwood City, Pa., to Monmouth, N. J.).
601.6216	VOR civil airway No. 216 control areas (Janesville, Wis., to Saginaw, Mich.).	601.6247	VOR civil airway No. 247 control areas (Douglas, Wyo., to Crazy Woman, Wyo.).	601.6277	VOR civil airway No. 277 control areas (Plain City, Ohio, to Keeler, Mich.).
601.6217	VOR civil airway No. 217 control areas (Chicago, Ill., to Green Bay, Wis.).	601.6248	VOR civil airway No. 248 control areas (Paso Robles, Calif., to Bakersfield, Calif.).	601.6278	VOR civil airway No. 278 control areas (Guthrie, Tex., to Fort Worth, Tex.).
601.6218	VOR civil airway No. 218 control areas (Chicago, Ill., to Flint, Mich.).	601.6249	VOR civil airway No. 249 control areas (Caldwell, N. J., to Utica, N. Y.).	601.6279	VOR civil airway No. 279 control areas (Columbus, Ohio, to Findlay, Ohio).
601.6219	VOR civil airway No. 219 control areas (Ogden, Utah, to Malad City, Idaho).	601.6250	VOR civil airway No. 250 control areas (Bergholz, Ohio, to Fitzgerald, Pa.).	601.6280	VOR civil airway No. 280 control areas (El Paso, Tex., to Kansas City, Mo.).
601.6220	VOR civil airway No. 220 control areas (Kremmling, Colo., to Akron, Colo.).	601.6251	VOR civil airway No. 251 control areas (Washington, D. C., to New York, N. Y.).	601.6281	VOR civil airway No. 281 control areas (Redmond, Oreg., to Spokane, Wash.).
601.6221	VOR civil airway No. 221 control areas (Fort Wayne, Ind., to Erie, Pa.).	601.6252	VOR civil airway No. 252 control areas (Binghamton, N. Y., to New York, N. Y.).	601.6282	VOR civil airway No. 282 control areas (Coffield, N. C., to Elizabeth City, N. C.).
601.6222	VOR civil airway No. 222 control areas (El Paso, Tex., to Houston, Tex.).	601.6253	VOR civil airway No. 253 control areas (Utah Lake, Utah, to Boise, Idaho).	601.6283	VOR civil airway No. 283 control areas (Redmond, Oreg., to Portland, Oreg.).
601.6223	VOR civil airway No. 223 control areas (Herndon, Va., to Harrisburg, Pa.).	601.6254	VOR civil airway No. 254 control areas (Reinholds, Pa., to Columbus, N. J.).	601.6284	VOR civil airway No. 284 control areas (Fort Stockton, Tex., to San Angelo, Tex.).
601.6224	VOR civil airway No. 224 control areas (Detroit, Mich., to the United States-Canadian Border).	601.6255	VOR civil airway No. 255 control areas (Burlington, Iowa, to Jamesville, Wis.).	601.6285	VOR civil airway No. 285 control areas (Myton, Utah, to Rawlins, Wyo.).

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601.6286 VOR civil airway No. 286 control areas (Front Royal, Va., to Cape Charles, Va.).
601.6287 VOR civil airway No. 287 control areas (North Bend, Oreg., to Newberg, Oreg.).
601.6288 VOR civil airway No. 288 control areas (Lucin, Utah, to Fort Bridger, Wyo.).
601.6289 VOR civil airway No. 289 control areas (Beaumont, Tex., to Lufkin, Tex.).
601.6290 VOR civil airway No. 290 control areas.
601.6291 VOR civil airway No. 291 control areas (Prescott, Ariz., to Valle, Ariz.).

HAWAIIAN VOR CIVIL AIRWAY CONTROL AREAS

- 601.6401 Hawaiian VOR civil airway No. 1 control areas.
601.6402 Hawaiian VOR civil airway No. 2 control areas.
601.6403 Hawaiian VOR civil airway No. 3 control areas.
601.6404 Hawaiian VOR civil airway No. 4 control areas.
601.6405 Hawaiian VOR civil airway No. 5 control areas.
601.6406 Hawaiian VOR civil airway No. 6 control areas.
601.6407 Hawaiian VOR civil airway No. 7 control areas.
601.6408 Hawaiian VOR civil airway No. 8 control areas.
601.6409 Hawaiian VOR civil airway No. 9 control areas.
601.6410 Hawaiian VOR civil airway No. 10 control areas.
601.6411 Hawaiian VOR civil airway No. 11 control areas.

CONTROL AREA ALTERATIONS

- 601.6600 VOR civil airway No. 1500 control areas (San Francisco, Calif., to New York, N. Y.).
601.6602 VOR civil airway No. 1502 control areas (San Francisco, Calif., to New York, N. Y.).
601.6604 VOR civil airway No. 1504 control areas (San Francisco, Calif., to Washington, D. C.).
601.6606 VOR civil airway No. 1506 control areas (San Francisco, Calif., to Washington, D. C.).
601.6608 VOR civil airway No. 1508 control areas (Los Angeles, Calif., to New York, N. Y.).
601.6610 VOR civil airway No. 1510 control areas (Los Angeles, Calif., to New York, N. Y.).
601.6612 VOR civil airway No. 1512 control areas (Los Angeles, Calif., to New York, N. Y.).
601.6614 VOR civil airway No. 1514 control areas (San Francisco, Calif., to New York, N. Y.).
601.6616 VOR civil airway No. 1516 control areas (San Francisco, Calif., to Washington, D. C.).
601.6618 VOR civil airway No. 1518 control areas (Los Angeles, Calif., to Washington, D. C.).
601.6620 VOR civil airway No. 1520 control areas (Los Angeles, Calif., to Washington, D. C.).
601.6622 VOR civil airway No. 1522 control areas (Los Angeles, Calif., to Washington, D. C.).

Subpart G—VOR Civil Airway Reporting Points

- 601.7001 Domestic VOR reporting points.
601.7002 Hawaiian VOR reporting points.

Subpart H—Continental Control Area

- 601.7101 Designation of continental control area.

AUTHORITY: §§ 601.1 to 601.7101 issued under sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551.

SUBPART A—INTRODUCTION

GENERAL

§ 601.1 *Basis and purpose.* The basis of this part is found in sections 205 and 601 of the Civil Aeronautics Act of 1938, as amended, and Part 60 of this title. The purpose of this part is to designate the continental control area, control areas, control zones, and reporting points in order to provide for the safety of aircraft operating in interstate, overseas, and foreign air commerce.

§ 601.2 *Explanation of terms.* As used in this part:

(a) "Control area" shall mean the airspace within an area designated in Subparts B and C, extending upward from an altitude of 700 feet, above the surface, but not including the airspace within that area designated as the continental control area. Within a control area air traffic control is exercised in accordance with the air traffic rules of Part 60 of this title.

(b) "Continental control area" shall mean the airspace above 24,000 feet, MSL, within the continental United States as designated in § 601.7101, within which air traffic control is exercised in accordance with the air traffic rules of Part 60 of this title.

(c) "Control zone" shall mean the airspace within an area designated in Subpart D of this part, upward from the surface to include one or more airports and within which rules additional to those governing flight in control areas are prescribed in Part 60 of this title, for protection of air traffic.

(d) "Reporting point" shall mean a geographic location in relation to which the position of an aircraft shall be reported in accordance with the requirements of § 60.47 of this title.

(e) "Mile" means "statute mile" unless otherwise specified in this part.

(f) All bearings shall be true from the point of origin.

CONTROL AREAS

§ 601.9 *Lateral extent of control areas.* Where a point or intersection prescribed in this part for designating a control area coincides with a point or intersection specified in designating the centerline of civil airways, the control areas shall include all of the airspace within 5 miles either side of a straight line extended through the center of the points or intersections specified in designating the civil airways and all of the airspace within a 5-mile radius of such points or intersections unless otherwise provided in Subparts B, C and F of this part. In addition, such control areas shall include all the airspace between straight lines connecting the center of the points or intersections specified in designating the main and associated alternate VOR civil airways, unless otherwise specified.

§ 601.10 *Designation of control areas.* The portions of the civil airways and

control area extensions described in Subpart B, Subpart C, and Subpart F are designated as control areas.

SUBPART B—COLORED CIVIL AIRWAY CONTROL AREAS

GREEN CIVIL AIRWAYS

§ 601.11 *Green civil airway No. 1 control areas* (Patricia Bay, British Columbia, to United States-Canadian Border via Millinocket, Maine). All of Green civil airway No. 1.

§ 601.12 *Green civil airway No. 2 control areas* (Seattle, Wash., to Boston, Mass.). All of Green civil airway No. 2.

§ 601.13 *Green civil airway No. 3 control areas* (San Francisco, Calif., to New York, N. Y.). All of Green civil airway No. 3.

§ 601.14 *Green civil airway No. 4 control areas* (Los Angeles, Calif., to Philadelphia, Pa.). All of Green civil airway No. 4.

§ 601.15 *Green civil airway No. 5 control areas* (Los Angeles, Calif., to Boston, Mass.). All of Green civil airway No. 5.

§ 601.16 *Green civil airway No. 6 control areas* (Laredo, Tex., to Norfolk, Va.). All of Green civil airway No. 6.

§ 601.17 *Green civil airway No. 7 control areas* (Nome, Alaska, to Fairbanks, Alaska). All of Green civil airway No. 7.

§ 601.18 *Green civil airway No. 8 control areas* (Cold Bay, Alaska, to Northway, Alaska). From a line extended at right angles across such airway through a point 50 miles southwest of the King Salmon, Alaska, radio range station to the Northway, Alaska, radio range station.

§ 601.19 *Green civil airway No. 9 control areas* (Hawaiian Islands). All of Green civil airway No. 9.

§ 601.20 *Green civil airway No. 10 control areas* (United States-Canadian Border to Denver, Colo.). All of Green civil airway No. 10.

AMBER CIVIL AIRWAYS

§ 601.101 *Amber civil airway No. 1 control areas* (United States-Mexican Border to Nome, Alaska). All of Amber civil airway No. 1.

§ 601.102 *Amber civil airway No. 2 control areas* (Daggett, Calif., to Point Barrow, Alaska). All of Amber civil airway No. 2 within the continental limits of the United States. From the intersection of the northwest course of the Snag, Yukon Territory, Canada, radio range and the United States-Canadian Border to a line extended at right angles through a point 25 miles north of the Bettles, Alaska, radio range station.

§ 601.103 *Amber civil airway No. 3 control areas* (El Paso, Tex., to Great Falls, Mont.). All of Amber civil airway No. 3.

§ 601.104 *Amber civil airway No. 4 control areas* (Brownsville, Tex., to Minot, N. Dak.). All of Amber civil airway No. 4.

§ 601.105 *Amber civil airway No. 5 control areas (Grand Isle, La., to Milwaukee, Wis.). All of Amber civil airway No. 5.*

§ 601.106 *Amber civil airway No. 6 control areas (Jacksonville, Fla., to United States-Canadian Border). All of Amber civil airway No. 6.*

§ 601.107 *Amber civil airway No. 7 control areas (Key West, Fla., to United States-Canadian Border). All of Amber civil airway No. 7.*

§ 601.108 *Amber civil airway No. 8 control areas (Los Angeles, Calif., to Ellensburg, Wash.). All of Amber civil airway No. 8.*

§ 601.109 *Amber civil airway No. 9 control areas (Charleston, S. C., to Norfolk, Va.). All of Amber civil airway No. 9.*

§ 601.110 *Amber civil airway No. 10 control areas (Hawaiian Islands). All of Amber civil airway No. 10.*

§ 601.111 *Amber civil airway No. 11 control areas (Hawaiian Islands). All of Amber civil airway No. 11.*

§ 601.112 *Amber civil airway No. 12 control areas (Hawaiian Islands). All of Amber civil airway No. 12.*

§ 601.113 *Amber civil airway No. 13 control areas (Hawaiian Islands). All of Amber civil airway No. 13.*

RED CIVIL AIRWAYS

§ 601.201 *Red civil airway No. 1 control areas (Big Spring, Tex., to San Antonio, Tex.). All of Red civil airway No. 1.*

§ 601.202 *Red civil airway No. 2 control areas (Sheridan, Wyo., to Rapid City, S. Dak.). All of Red civil airway No. 2.*

§ 601.203 *Red civil airway No. 3 control areas (Philipsburg, Pa., to Hartford, Conn.). All of Red civil airway No. 3.*

§ 601.204 *Red civil airway No. 4 control areas (Las Vegas, N. Mex., to Tucumcari, N. Mex.). All of Red civil airway No. 4.*

§ 601.205 *Red civil airway No. 5 control areas (Sioux Falls, S. Dak., to St. Paul, Minn.). All of Red civil airway No. 5.*

§ 601.206 *Red civil airway No. 6 control areas (Denver, Colo., to Omaha, Nebr.). All of Red civil airway No. 6.*

§ 601.207 *Red civil airway No. 7 control areas (Atlanta, Ga., to Greensboro, N. C.). All of Red civil airway No. 7.*

§ 601.208 *Red civil airway No. 8 control areas (Dayton, Ohio, to Newark, N. J.). All of Red civil airway No. 8.*

§ 601.209 *Red civil airway No. 9 control areas (San Diego, Calif., to Casa Grande, Ariz.). All of Red civil airway No. 9.*

§ 601.210 *Red civil airway No. 10 control areas (Wichita Falls, Tex., to Augusta, Ga.). All of Red civil airway No. 10.*

§ 601.211 *Red civil airway No. 11 control areas (Enid, Okla., to Boston, Mass.). All of Red civil airway No. 11.*

§ 601.212 *Red civil airway No. 12 control areas (Joliet, Ill., to Erie, Pa.). All of Red civil airway No. 12.*

§ 601.213 *Red civil airway No. 13 control areas (Wheeling, W. Va., to Boston, Mass.). All of Red civil airway No. 13.*

§ 601.214 *Red civil airway No. 14 control areas (Lone Rock, Wis., to Indianapolis, Ind.). All of Red civil airway No. 14.*

§ 601.215 *Red civil airway No. 15 control areas (Reno, Nev., to Phoenix, Ariz.). From the intersection of the northeast course of the Reno, Nev., radio range and the northwest course of the Fallon, Nev., radio range to a line extended at right angles through a point 25 miles southeast of the Fallon, Nev., radio range station. From the Las Vegas, Nev., radio range station to the Phoenix, Ariz., radio range station.*

§ 601.216 *Red civil airway No. 16 control areas (Tallahassee, Fla., to Raleigh, N. C.). All of Red civil airway No. 16.*

§ 601.217 *Red civil airway No. 17 control areas (St. Louis, Mo., to Baltimore, Md.). All of Red civil airway No. 17.*

§ 601.218 *Red civil airway No. 18 control areas (Indianapolis, Ind., to Washington, D. C.). All of Red civil airway No. 18.*

§ 601.219 *Red civil airway No. 19 control areas (Traverse City, Mich., to Norfolk, Va.). All of Red civil airway No. 19.*

§ 601.220 *Red civil airway No. 20 control areas (Lansing, Mich., to Washington, D. C.). All of Red civil airway No. 20.*

§ 601.221 *Red civil airway No. 21 control areas (New York, N. Y., to Boston, Mass.). All of Red civil airway No. 21.*

§ 601.222 *Red civil airway No. 22 control areas (Mount Clemens, Mich., to Albany, N. Y.). All of Red civil airway No. 22.*

§ 601.223 *Red civil airway No. 23 control areas (United States-Canadian Border to New York, N. Y.). All of Red civil airway No. 23.*

§ 601.224 *Red civil airway No. 24 control areas (Amarillo, Tex., to Oklahoma City, Okla.). All of Red civil airway No. 24.*

§ 601.225 *Red civil airway No. 25 control areas (United States-Canadian Border to Bangor, Maine). All of Red civil airway No. 25.*

§ 601.226 *Red civil airway No. 26 control areas (Petersburg, Va., to Corapeake, N. C.). All of Red civil airway No. 26.*

§ 601.227 *Red civil airway No. 27 control areas (Nenabank, Alaska, to Wolf Intersection, Alaska). All of Red civil airway No. 27.*

§ 601.228 *Red civil airway No. 28 control areas (Rockford, Ill., to Detroit, Mich.). All of Red civil airway No. 28.*

§ 601.230 *Red civil airway No. 30 control areas (Shreveport, La., to Jacksonville, Fla.). All of Red civil airway No. 30.*

§ 601.231 *Red civil airway No. 31 control areas (Cheyenne, Wyo., to La Crosse, Wis.). All of Red civil airway No. 31.*

§ 601.232 *Red civil airway No. 32 control areas (Laredo, Tex., to Houston, Tex.). All of Red civil airway No. 32.*

§ 601.233 *Red civil airway No. 33 control areas (Norfolk, Va., to Boston, Mass.). All of Red civil airway No. 33.*

§ 601.234 *Red civil airway No. 34 control areas (Charleston, W. Va., to Weeksville, N. C.). All of Red civil airway No. 34.*

§ 601.235 *Red civil airway No. 35 control areas (Pueblo, Colo., to St. Joseph, Mo.). All of Red civil airway No. 35.*

§ 601.236 *Red civil airway No. 36 control area (Rochester, Minn., to La Crosse, Wis.). All of Red civil airway No. 36.*

§ 601.237 *Red civil airway No. 37 control areas (Tyler, Tex., to Gordonsville, Va.). All of Red civil airway No. 37.*

§ 601.238 *Red civil airway No. 38 control areas (Big Spring, Tex., to San Antonio, Tex.). All of Red civil airway No. 38.*

§ 601.239 *Red civil airway No. 39 control areas (Bethel, Alaska, to Fairbanks, Alaska). All of Red civil airway No. 39.*

§ 601.240 *Red civil airway No. 40 control areas (Kodiak, Alaska, to Anchorage, Alaska). All of Red civil airway No. 40.*

§ 601.241 *Red civil airway No. 41 control areas (Cape Spencer, Alaska, to Sisters Island, Alaska). All of Red civil airway No. 41.*

§ 601.242 *Red civil airway No. 42 control areas (Milwaukee, Wis., to Aurora, Ill.). All of Red civil airway No. 42.*

§ 601.244 *Red civil airway No. 44 control areas (Bellingham, Wash., to United States-Canadian Border). All of Red civil airway No. 44.*

§ 601.245 *Red civil airway No. 45 control areas (Blackstone, Va., to Lancaster, Pa.). All of Red civil airway No. 45.*

§ 601.246 *Red civil airway No. 46 control areas (United States-Canadian Border to Jamestown, N. Dak.). All of Red civil airway No. 46.*

§ 601.247 *Red civil airway No. 47 control areas (Tampa, Fla., to Daytona Beach, Fla.). All of Red civil airway No. 47.*

§ 601.249 *Red civil airway No. 49 control areas (Elko, Nev., to Fort Bridger, Wyo.). All of Red civil airway No. 49.*

§ 601.250 *Red civil airway No. 50 control areas (Galena, Alaska, to Fairbanks, Alaska). All of Red civil airway No. 50.*

§ 601.251 *Red civil airway No. 51 control areas (Blackstone, Va., to Norfolk, Va.). All of Red civil airway No. 51.*

§ 601.252 *Red civil airway No. 52 control areas (Memphis, Tenn., to Birmingham, Ala.). All of Red civil airway No. 52.*

§ 601.253 *Red civil airway No. 53 control areas (Portland, Oreg., to Spokane, Wash.). All of Red civil airway No. 53.*

§ 601.254 *Red civil airway No. 54 control areas (Burley, Idaho, to Salt Lake*

City, Utah). All of Red civil airway No. 54.

§ 601.255 Red civil airway No. 55 control areas (Chicago, Ill., to Columbus, Ohio). All of Red civil airway No. 55.

§ 601.256 Red civil airway No. 56 control areas (Red Bluff, Calif., to Whitmore, Calif.). All of Red civil airway No. 56.

§ 601.257 Red civil airway No. 57 control areas (Des Moines, Iowa, to Youngstown, Ohio). All of Red civil airway No. 57.

§ 601.258 Red civil airway No. 58 control areas (Augusta, Maine, to United States-Canadian Border). All of Red civil airway No. 58.

§ 601.259 Red civil airway No. 59 control areas (Garden City, Kans., to Oklahoma City, Okla.). All of Red civil airway No. 59.

§ 601.260 Red civil airway No. 60 control areas (Oakland, Calif., to Stockton, Calif.). All of Red civil airway No. 60.

§ 601.261 Red civil airway No. 61 control areas (Butler, Pa., to Washington, D. C.). All of Red civil airway No. 61.

§ 601.263 Red civil airway No. 63 control areas (Bangor, Mich., to Jackson, Mich.). All of Red civil airway No. 63.

§ 601.264 Red civil airway No. 64 control areas (United States-Canadian Border to Annette Island, Alaska). From the United States-Canadian Border to the Annette Island, Alaska, radio range station.

§ 601.265 Red civil airway No. 65 control areas (Los Angeles, Calif., to Hayfield Lake, Calif.). All of Red civil airway No. 65.

§ 601.267 Red civil airway No. 67 control areas (Crestview, Fla., to Atlanta, Ga.). All of Red civil airway No. 67.

§ 601.268 Red civil airway No. 68 control areas (Midland, Tex., to Shreveport, La.). All of Red civil airway No. 68.

§ 601.269 Red civil airway No. 69 control areas (Midland, Tex., to Big Spring, Tex.). All of Red civil airway No. 69.

§ 601.270 Red civil airway No. 70 control areas (Midland, Tex., to Lubbock, Tex.). All of Red civil airway No. 70.

§ 601.271 Red civil airway No. 71 control areas (El Paso, Tex., to Lubbock, Tex.). All of Red civil airway No. 71.

§ 601.272 Red civil airway No. 72 control areas (Millville, N. J., to Paterson, N. J.). All of Red civil airway No. 72.

§ 601.273 Red civil airway No. 73 control areas (Baltimore, Md., to Millville, N. J.). All of Red civil airway No. 73.

§ 601.274 Red civil airway No. 74 control areas (New Orleans, La., to Bay Minette, Ala.). All of Red civil airway No. 74.

§ 601.275 Red civil airway No. 75 control areas (United States-Canadian Border, Vancouver, B. C., to United States-

Canadian Border, Abbotsford, B. C.). All of Red civil airway No. 75.

§ 601.276 Red civil airway No. 76 control areas (Williams, Calif., to Auburn, Calif.). All of Red civil airway No. 76.

§ 601.277 Red civil airway No. 77 control areas (Greensboro, N. C., to Atlantic City, N. J.). All of Red civil airway No. 77.

§ 601.278 Red civil airway No. 78 control areas (Medford, Oreg., to Klamath Falls, Oreg.). All of Red civil airway No. 78.

§ 601.279 Red civil airway No. 79 control areas (Neah Bay, Wash., to Everett, Wash.). All of Red civil airway No. 79.

§ 601.280 Red civil airway No. 80 control areas (Helena, Mont., to Miles City, Mont.). All of Red civil airway No. 80.

§ 601.281 Red civil airway No. 81 control areas (Lansing, Mich., to Detroit, Mich.). All of Red civil airway No. 81.

§ 601.282 Red civil airway No. 82 control areas (Skwentna, Alaska, to Anchorage, Alaska). All of Red civil airway No. 82.

§ 601.283 Red civil airway No. 83 control areas (Gila Bend, Ariz., to Tucson, Ariz.). All of Red civil airway No. 83.

§ 601.284 Red civil airway No. 84 control areas (Meridian, Miss., to Columbus, Ga.). All of Red civil airway No. 84.

§ 601.286 Red civil airway No. 86 control areas (Millinocket, Maine, to Houlton, Maine). All of Red civil airway No. 86.

§ 601.287 Red civil airway No. 87 control areas (Hawaiian Islands). All of Red civil airway No. 87.

§ 601.288 Red civil airway No. 88 control areas (Albuquerque, N. Mex., to Hobbs, N. Mex.). All of Red civil airway No. 88.

§ 601.289 Red civil airway No. 89 control areas (Quincy, Ill., to Peoria, Ill.). All of Red civil airway No. 89.

§ 601.290 Red civil airway No. 90 control areas (Oxnard, Calif., to Burbank, Calif.). All of Red civil airway No. 90.

§ 601.291 Red civil airway No. 91 control areas (Dunkirk, N. Y., to Syracuse, N. Y.). All of Red civil airway No. 91.

§ 601.292 Red civil airway No. 92 control areas (Sault Ste. Marie, Mich., to United States-Canadian Border). All of Red civil airway No. 92.

§ 601.294 Red civil airway No. 94 control areas (Providence, R. I., to Hyannis, Mass.). All of Red civil airway No. 94.

§ 601.295 Red civil airway No. 95 control areas (Elmira, N. Y., to Utica, N. Y.). All of Red civil airway No. 95.

§ 601.296 Red civil airway No. 96 control areas (Palacios, Tex., to Baton Rouge, La.). All of Red civil airway No. 96.

§ 601.297 Red civil airway No. 97 control areas (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near

Sault Ste. Marie, Mich.). All of Red civil airway No. 97.

§ 601.298 Red civil airway No. 98 control areas (Vichy, Mo., to Belleville, Ill.). All of Red civil airway No. 98.

§ 601.299 Red civil airway No. 99 control areas (Iliamna, Alaska, to Homer, Alaska). All of Red civil airway No. 99.

§ 601.300 Red civil airway No. 100 control areas (South Bend, Ind., to Battle Creek, Mich.). All of Red civil airway No. 100.

§ 601.301 Red civil airway No. 101 control areas (Biloxi, Miss., to Pensacola, Fla.). All of Red civil airway No. 101.

§ 601.302 Red civil airway No. 102 control areas (Lexington, Ky., to Huntington, W. Va.). All of Red civil airway No. 102.

§ 601.303 Red civil airway No. 103 control areas (Anchorage, Alaska, to Middleton Island, Alaska). All of Red civil airway No. 103.

§ 601.304 Red civil airway No. 104 control areas (Greensboro, N. C., to Raleigh, N. C.). All of Red civil airway No. 104.

§ 601.305 Red civil airway No. 105 control areas (Wichita, Kans., to Neosho, Mo.). All of Red civil airway No. 105.

§ 601.306 Red civil airway No. 106 control areas (Scottsbluff, Nebr., to North Platte, Nebr.). All of Red civil airway No. 106.

§ 601.307 Red civil airway No. 107 control areas (Stanton, Minn., to Red Wing, Minn.). All of Red civil airway No. 107.

§ 601.308 Red civil airway No. 108 control areas (Promontory Point, Utah, to Fort Bridger, Wyo.). All of Red civil airway No. 108.

§ 601.309 Red civil airway No. 109 control areas (Portland, Oreg., to Spokane, Wash.). All of Red civil airway No. 109.

§ 601.310 Red civil airway No. 110 control areas (Mobile, Ala., to Pensacola, Fla.). All of Red civil airway No. 110.

§ 601.312 Red civil airway No. 112 control areas (Albany, N. Y., to Westfield, Mass.). All of Red civil airway No. 112.

§ 601.313 Red civil airway No. 113 control areas (Hawaiian Islands). All of Red civil airway No. 113.

BLUE CIVIL AIRWAYS

§ 601.601 Blue civil airway No. 1 control areas (Miami, Fla., to Tampa, Fla.). All of Blue civil airway No. 1.

§ 601.602 Blue civil airway No. 2 control areas (Montgomery, Ala., to Erie, Pa.). All of Blue civil airway No. 2.

§ 601.603 Blue civil airway No. 3 control areas (Miami, Fla., to Sault Ste. Marie, Mich.). All of Blue civil airway No. 3.

§ 601.604 Blue civil airway No. 4 control areas (Boston, Mass., to United

States-Canadian Border). All of Blue civil airway No. 4.

§ 601.605 *Blue civil airway No. 5 control areas (Galveston, Tex., to Wichita, Kans.)*. All of Blue civil airway No. 5.

§ 601.606 *Blue civil airway No. 6 control areas (Abilene, Tex., to Muskegon, Mich.)*. All of Blue civil airway No. 6.

§ 601.607 *Blue civil airway No. 7 control areas (Hollister, Calif., to Williams, Calif.)*. All of Blue civil airway No. 7.

§ 601.608 *Blue civil airway No. 8 control areas (Fargo, N. Dak., to United States-Canadian Border)*. All of Blue civil airway No. 8.

§ 601.609 *Blue civil airway No. 9 control areas (Springfield, Mo., to United States-Canadian Border)*. All of Blue civil airway No. 9.

§ 601.610 *Blue civil airway No. 10 control areas (Fresno, Calif., to Williams, Calif.)*. All of Blue civil airway No. 10.

§ 601.611 *Blue civil airway No. 11 control areas (Findlay, Ohio, to Dunkirk, N. Y.)*. All of Blue civil airway No. 11.

§ 601.612 *Blue civil airway No. 12 control areas (McGrath, Alaska to Galena, Alaska)*. All of Blue civil airway No. 12.

§ 601.613 *Blue civil airway No. 13 control areas (Houston, Tex., to Des Moines, Iowa)*. All of Blue civil airway No. 13.

§ 601.614 *Blue civil airway No. 14 control areas (El Centro, Calif., to Sacramento, Calif.)*. All of Blue civil airway No. 14.

§ 601.615 *Blue civil airway No. 15 control areas (Akron, Ohio, to Hubbard, Ohio)*. All of Blue civil airway No. 15.

§ 601.616 *Blue civil airway No. 16 control areas (Waverly, Va., to Tappahannock, Va.)*. All of Blue civil airway No. 16.

§ 601.617 *Blue civil airway No. 17 control areas (Bangor, Maine, to Presque Isle, Maine)*. All of Blue civil airway No. 17.

§ 601.618 *Blue civil airway No. 18 control areas (Paterson, N. J., to United States-Canadian Border)*. All of Blue civil airway No. 18.

§ 601.619 *Blue civil airway No. 19 control areas (Key West, Fla., to Orlando, Fla.)*. All of Blue civil airway No. 19.

§ 601.620 *Blue civil airway No. 20 control areas (Millville, N. J., to Allentown, Pa.)*. All of Blue civil airway No. 20.

§ 601.621 *Blue civil airway No. 21 control areas (Coles Point, Va., to Elmira, N. Y.)*. All of Blue civil airway No. 21.

§ 601.623 *Blue civil airway No. 23 control areas (Norfolk, Va., to Chincoteague, Va.)*. All of Blue civil airway No. 23.

§ 601.625 *Blue civil airway No. 25 control areas (Middleton Island, Alaska, to Big Delta, Alaska)*. All of Blue civil airway No. 25.

§ 601.626 *Blue civil airway No. 26 control areas (Anchorage, Alaska, to Fairbanks, Alaska)*. All of Blue civil airway No. 26.

§ 601.627 *Blue civil airway No. 27 control areas (Kodiak, Alaska, to Kotzebue, Alaska)*. All of Blue civil airway No. 27.

§ 601.628 *Blue civil airway No. 28 control areas (Columbia, S. C., to Bulls Gap, Tenn.)*. All of Blue civil airway No. 28.

§ 601.629 *Blue civil airway No. 29 control areas (Raleigh, N. C., to Lynchburg, Va.)*. All of Blue civil airway No. 29.

§ 601.630 *Blue civil airway No. 30 control areas (Brownsville, Tex., to Pueblo, Colo.)*. All of Blue civil airway No. 30.

§ 601.631 *Blue civil airway No. 31 control areas (Burlington, Iowa, to Madison, Wis.)*. All of Blue civil airway No. 31.

§ 601.632 *Blue civil airway No. 32 control areas (Anchorage, Alaska, to Talkeetna, Alaska)*. All of Blue civil airway No. 32.

§ 601.633 *Blue civil airway No. 33 control areas (Lansing, Mich., to Saginaw, Mich.)*. All of Blue civil airway No. 33.

§ 601.634 *Blue civil airway No. 34 control areas (Terre Haute, Ind., to Peoria, Ill.)*. All of Blue civil airway No. 34.

§ 601.636 *Blue civil airway No. 36 control areas (Akron, Colo., to Kimball, Nebr.)*. All of Blue civil airway No. 36.

§ 601.637 *Blue civil airway No. 37 control areas (Casper, Wyo., to Rapid City, S. Dak.)*. All of Blue civil airway No. 37.

§ 601.638 *Blue civil airway No. 38 control areas (Five Finger, Alaska, to United States-Canadian Border)*. All of Blue civil airway No. 38.

§ 601.639 *Blue civil airway No. 39 control areas (Savannah, Ga., to Elmira, N. Y.)*. All of Blue civil airway No. 39.

§ 601.640 *Blue civil airway No. 40 control areas (Concord, N. H., to Burlington, Vt.)*. All of Blue civil airway No. 40.

§ 601.641 *Blue civil airway No. 41 control areas (Hartford, Conn., to United States-Canadian Border)*. All of Blue civil airway No. 41.

§ 601.642 *Blue civil airway No. 42 control areas (Goshen, Ind., to Saginaw, Mich.)*. All of Blue civil airway No. 42.

§ 601.643 *Blue civil airway No. 43 control areas (Healy, Alaska, to Fairbanks, Alaska)*. All of Blue civil airway No. 43.

§ 601.644 *Blue civil airway No. 44 control areas (Indianapolis, Ind., to United States-Canadian Border)*. All of Blue civil airway No. 44.

§ 601.645 *Blue civil airway No. 45 control areas (Greenfield, Mass., to Newport, Vt.)*. All of Blue civil airway No. 45.

§ 601.646 *Blue civil airway No. 46 control areas (Memphis, Tenn., to Paducah, Ky.)*. All of Blue civil airway No. 46.

§ 601.647 *Blue civil airway No. 47 control areas (Blackstone, Va., to Dunkirk, N. Y.)*. All of Blue civil airway No. 47.

§ 601.648 *Blue civil airway No. 48 control areas (Marathon, Fla., to Miami, Fla.)*. All of Blue civil airway No. 48.

§ 601.649 *Blue civil airway No. 49 control areas (Atlantic City, N. J., to Philadelphia, Pa.)*. All of Blue civil airway No. 49.

§ 601.651 *Blue civil airway No. 51 control areas (Wendover, Utah, to Dubois, Idaho)*. All of Blue civil airway No. 51.

§ 601.653 *Blue civil airway No. 53 control areas (Providence, R. I., to Hartford, Conn.)*. All of Blue civil airway No. 53.

§ 601.654 *Blue civil airway No. 54 control areas (Evergreen, Calif., to Hamilton AFB, Calif.)*. All of Blue civil airway No. 54.

§ 601.655 *Blue civil airway No. 55 control areas (Crestview, Fla., to Montgomery, Ala.)*. All of Blue civil airway No. 55.

§ 601.656 *Blue civil airway No. 56 control areas (Elizabeth City, N. C., to Washington, D. C.)*. All of Blue civil airway No. 56.

§ 601.657 *Blue civil airway No. 57 control areas (Elko, Nev., to Burley, Idaho)*. All of Blue civil airway No. 57.

§ 601.658 *Blue civil airway No. 58 control areas (Hyannis, Mass., to Squantum, Mass.)*. All of Blue civil airway No. 58.

§ 601.660 *Blue civil airway No. 60 control areas (Sunnyvale, Calif., to Stockton, Calif.)*. All of Blue civil airway No. 60.

§ 601.663 *Blue civil airway No. 63 control areas (Concord, N. H., to Berlin, N. H.)*. All of Blue civil airway No. 63.

§ 601.664 *Blue civil airway No. 64 control areas (Wink, Tex., to Hobbs, N. Mex.)*. All of Blue civil airway No. 64.

§ 601.665 *Blue civil airway No. 65 control areas (Shuyak, Alaska, to Homer, Alaska)*. All of Blue civil airway No. 65.

§ 601.666 *Blue civil airway No. 66 control areas (Bridgeport, Conn., to Poughkeepsie, N. Y.)*. All of Blue civil airway No. 66.

§ 601.667 *Blue civil airway No. 67 control areas (Yuma, Ariz., to Las Vegas, Nev.)*. All of Blue civil airway No. 67.

§ 601.668 *Blue civil airway No. 68 control areas (Midland, Tex., to Hobbs, N. Mex.)*. All of Blue civil airway No. 68.

§ 601.669 *Blue civil airway No. 69 control areas (St. Louis, Mo., to Quincy, Ill.)*. All of Blue civil airway No. 69.

§ 601.670 *Blue civil airway No. 70 control areas (Waco, Tex., to Tulsa, Okla.)*. All of Blue civil airway No. 70.

§ 601.671 *Blue civil airway No. 71 control areas (Toledo, Wash., to Seattle, Wash.)*. All of Blue civil airway No. 71.

§ 601.672 *Blue civil airway No. 72 control areas (Enid, Okla., to Wichita, Kans.)*. All of Blue civil airway No. 72.

§ 601.675 *Blue civil airway No. 75 control areas (Cleveland, Ohio, to United States-Canadian Border)*. All of Blue civil airway No. 75.

§ 601.676 *Blue civil airway No. 76 control areas (Sinclair, Wyo., to Casper, Wyo.)*. All of Blue civil airway No. 76.

§ 601.678 *Blue civil airway No. 78 control areas (Spring Bay, Utah, to Malad City, Idaho)*. All of Blue civil airway No. 78.

§ 601.679 *Blue civil airway No. 79 control areas (Annette Island, Alaska to United States-Canadian Border)*. All of Blue civil airway No. 79.

§ 601.680 *Blue civil airway No. 80 control areas (Unalakleet, Alaska, to Moses Point, Alaska)*. All of Blue civil airway No. 80.

§ 601.681 *Blue civil airway No. 81 control areas (Charleston, W. Va., to Akron, Ohio)*. All of Blue civil airway No. 81.

§ 601.684 *Blue civil airway No. 84 control areas (Augusta, Maine, to Millinocket, Maine)*. All of Blue civil airway No. 84.

§ 601.685 *Blue civil airway No. 85 control areas (Hutchinson, Kans., to Wichita, Kans.)*. All of Blue civil airway No. 85.

§ 601.686 *Blue civil airway No. 86 control areas (Goshen, Ind., to Fort Wayne, Ind.)*. All of Blue civil airway No. 86.

§ 601.687 *Blue civil airway No. 87 control areas (Atlanta, Ga., to Detroit, Mich.)*. All of Blue civil airway No. 87.

SUBPART C—CONTROL AREA EXTENSIONS

§ 601.1001 *Control area extension (Moses Lake, Wash.)*. That airspace south of Green civil airway No. 2 within a 30-mile radius of Larson Air Force Base, excluding the portion which lies within the boundaries of prohibited area (P-246), and the airspace within 10 miles either side of a line extending from the Moses Lake nondirectional radio beacon (MSK) to the Walla Walla, Wash., radio range station.

§ 601.1002 *Control area extension (Austin, Tex.)*. The airspace within a 40-mile radius of the Austin nondirectional radio beacon, excluding the portion which overlaps restricted area (R-343).

§ 601.1003 *Control area extension (Corinne, Utah)*. Within 5 miles either side of a line bearing 289° True extending from the Corinne nondirectional radio beacon to Blue civil airway No. 78.

§ 601.1004 *Control area extension (Brownsville, Tex.)*. That airspace over United States territory within a 40-mile radius of the Brownsville, Tex., radio range station, excluding the portion which overlaps restricted areas and excluding the portions lying north of Latitude 26°30'00" and more than 3 miles from the United States shoreline.

§ 601.1005 *Control area extension (Jacksonville, Fla.)*. Within 5 miles either side of the 64° True radial of the Jacksonville omnirange extending from the omnirange station to a point 20 miles

northeast, and that airspace bounded on the north by Red civil airway No. 30, on the east by Amber civil airway No. 7 and on the south and west by the Jacksonville restricted area (R-161).

§ 601.1006 *Control area extension (Lake Charles, La.)*. All of the airspace within a 40-mile radius of the Lake Charles omnirange station and within 5 miles either side of the 334° True radial of the Lake Charles omnirange extending from the 40-mile radius area to a point 58 miles northwest of the omnirange station.

§ 601.1007 *Control area extension (Laredo, Tex.)*. That airspace over United States territory within a 35-mile radius of the Laredo, Tex., radio range station.

§ 601.1008 *Control area extension (Savannah, Ga.)*. The airspace within a 40-mile radius of Hunter Air Force Base, Savannah, Ga., excluding the portion south of latitude 31°35'00" and excluding the portions which overlap Restricted Areas R-159 and R-339 and Warning Areas W-132, W-157, and W-160 at all times and all altitudes.

§ 601.1009 *Control area extension (Augusta, Ga.)*. All that area within 5 miles either side of the centerline of the north-south runway of Bush Field, Augusta, Ga., extending to a point 30 miles south of Bush Field.

§ 601.1010 *Control area extension (Greenwood, S. C.)*. That airspace bounded on the south by a straight line from a point at lat. 34°07'00", long. 82°15'00" to a point at lat. 34°19'00", long. 81°38'00", on the east by Blue civil airway No. 28, on the north by the Greenville, S. C. (Greenville-Charlotte-Greensboro) control area extension, on the west by Blue civil airway No. 39 to point of beginning.

§ 601.1011 *Control area extension (Daytona Beach, Fla.)*. Within 5 miles either side of the west course of the Daytona Beach radio range extending from the radio range station to a point 20 miles west, and within 5 miles either side of the 244° True radial of the Daytona Beach omnirange extending from the omnirange station to a point 20 miles southwest.

§ 601.1012 *Control area extension (Florence, S. C.)*. From the Florence, S. C., radio range station extending 5 miles either side of the southeast course of the radio range to a point 20 miles southeast of the radio range station, and extending 5 miles either side of the northwest course of the radio range to a point 25 miles northwest of the radio station.

§ 601.1013 *Control area extension (Fort Myers, Fla.)*. Within 5 miles either side of the lines bearing 45° True and 220° True from Fort Myers, Fla., nondirectional radio beacon extending from Blue civil airway No. 1 on the northeast to a point 20 miles southwest of the nondirectional radio beacon.

§ 601.1014 *Control area extension (Greenville, S. C.) (Greenville-Charlotte-Greensboro area)*. All that air-

space beginning at lat. 35°49'30", long. 79°30'00", thence southwesterly to lat. 34°49'30", long. 80°10'00", thence clockwise along the arc of a 50-mile radius circle centered on the Charlotte, N. C., radio range (at lat. 35°10'30", long. 80°56'00") to lat. 34°27'15", long. 80°52'30", thence westerly to lat. 34°22'30", long. 82°20'00", thence clockwise along the arc of a 30-mile radius circle centered on the Greenville, S. C., radio range (at lat. 34°48'45", long. 82°20'30") to lat. 35°13'30", long. 82°30'00", thence northeast to lat. 35°19'00", long. 82°06'30", thence clockwise along the arc of a 30-mile radius circle centered on the Spartanburg, S. C., radio range to the northwest edge of Green civil airway No. 6, thence along the northwest edge of Green civil airway No. 6 to the arc of a 35-mile radius circle centered between the Winston-Salem and Greensboro, N. C., radio ranges at lat. 36°06'00", long. 80°01'30", thence clockwise along the arc of this 35-mile radius circle to the point of beginning.

§ 601.1015 *Control area extension (Greenwood, Miss.)*. From the Greenwood, Miss., radio range station extending 5 miles either side of the east course of the radio range to a point 20 miles east of the radio range station, and extending 5 miles either side of the west course of the radio range to a point 25 miles west of the radio range station and extending 5 miles either side of the 66° True and 246° True radials of the Greenwood omnirange to points 20 miles southwest and northeast of the omnirange station.

§ 601.1016 *Control area extension (Augusta, Ga.)*. Within 5 miles either side of the 320° True radial of the Augusta omnirange extending from the omnirange station to a point 15 miles northwest and within 5 miles either side of the north (back) course of the Augusta ILS localizer extending from the localizer to a point 33 miles north.

§ 601.1017 *Control area extension (Newberg, Ore.)*. Within 5 miles either side of the 70° True radial of the Newberg omnirange extending from the omnirange station to its intersection with the Portland, Ore., omnirange 96° True radial.

§ 601.1018 *Control area extension (Meridian, Miss.)*. Within 5 miles either side of the north course of the Meridian, Miss., radio range extending from the radio range station to a point 20 miles north, within 5 miles either side of the ILS localizer south course extending from the localizer to a point 30 miles south, and within 5 miles either side of the 314° True radial of the Meridian omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1019 *Control area extension (Nashville, Tenn.)*. That airspace within a 50-mile radius of the Nashville, Tenn., radio range station bounded on the northwest by a direct line extending from the Graham, Tenn., omnirange station to the Bowling Green, Ky., omnirange station including the airspace within 5 miles either side of the Nashville

ILS localizer south course extending from the 50-mile radius area to VOR civil airway No. 7-E.

§ 601.1020 *Control area extension (Macon, Ga.)*. Within 5 miles either side of the 47° True and 227° True courses of the Macon ILS localizer extending from the localizer to a point 25 miles northeast and to a point 30 miles southwest.

§ 601.1021 *Control area extension (Belleville, Ill.)*. All that area within a 40-mile radius of the Scott AFB radio range station, Belleville, Ill.

§ 601.1022 *Control area extension (West Palm Beach, Fla.)*. From the West Palm Beach, Fla., radio range station, extending within 5 miles either side of the west course of the West Palm Beach radio range, to a point 20 miles west of the radio range station.

§ 601.1023 *Control area extension (Akron, Colo.)*. Within 5 miles either side of the 167° True radial of the Akron, Colo., omnirange extending from the omnirange station to a point 25 miles south.

§ 601.1024 *Control area extension (Burlington, Iowa)*. Within a 15-mile radius of the Burlington, Iowa omnirange station and within 5 miles either side of the 112° True radial of the omnirange extending from the omnirange station to a point 25 miles east.

§ 601.1025 *Control area extension (New Orleans, La.)*. That airspace in the northwest quadrant of the New Orleans radio range lying within a 35 mile radius of the radio range station; in the southwest quadrant of the radio range bounded on the north by Green civil airway No. 6, on the west by Long. 91°05'00", on the south by Lat. 29°15'00" and on the east by Amber civil airway No. 5; in the southeast quadrant of the radio range bounded on the west by the south course of the New Orleans radio range, on the south and east by the United States shoreline and on the north by Red civil airway No. 30; that airspace northeast of New Orleans bounded by a line beginning at a point on the eastern boundary of Amber civil airway No. 5 at Lat. 31°15'00", thence southeast to Lat. 31°00'00", Long. 89°45'00", thence east to Lat. 31°00'00", Long. 89°00'00", thence north to Lat. 31°15'00", Long. 89°00'00", thence east to Lat. 31°15'00", Long. 88°00'00", thence south along Long. 88°00'00" to the north boundary of Green civil airway No. 6, thence west along the north boundary of Green 6 to Amber civil airway No. 5, thence north along the east boundary of Amber 5 to point of beginning at Lat. 31°15'00", excluding the airspace lying between VOR civil airway No. V-20 and V-20N bounded on the southwest by the northern shoreline of Lake Ponchartrain and on the northeast by the Biloxi, Miss., control area extension.

§ 601.1026 *Control area extension (Grand Island, Nebr.)*. From the Grand Island, Nebr., radio range station, extending within 5 miles either side of the north course of the Grand Island radio range, to a point 20 miles north of the radio range station and within 5 miles either side of the 180° True and

360° True radials of the Grand Island omnirange extending from the omnirange station to points 25 miles north and south.

§ 601.1027 *Control area extension (Kansas City, Mo.)*. All that area within a 42-mile radius of the Kansas City, Mo., Municipal Airport excluding that area outside existing civil airways that lies within the south quadrant of the Kansas City radio range and excluding the portion below 4,000 feet which overlaps the Lake City, Mo., restricted area.

§ 601.1028 *Control area extension (Monroe, La.)*. Within 5 miles either side of the northeast and southwest courses of the Monroe radio range extending from the radio range station to a point 25 miles northeast and to a point 20 miles southwest, and within 5 miles either side of the 41° True and 221° True radials of the Monroe omnirange extending from the omnirange station to points 20 miles northeast and southwest.

§ 601.1029 *Control area extension (Corpus Christi, Tex.)*. All that airspace lying in the north quadrant of the Corpus Christi, Tex., radio range within a 58-mile radius of the range station bounded on the southwest by Blue civil airway No. 30 and on the southeast by Green civil airway No. 6 including the airspace within 6 miles either side of the northeast course of the Refugio, Tex., radio range extending from the radio range station to a point 32 miles northeast and the airspace within the arc of a circle of 29-mile radius centered on the Normanna, Tex., nondirectional radio beacon bounded on the southwest by Blue civil airway No. 30 and on the east by a line extending from a point at Lat. 28°54'30", Long. 97°33'40" to a point at Lat. 28°38'00", Long. 97°38'30".

§ 601.1030 *Control area extension (Victorville, Calif.)*. All that area within the vicinity of George AFB, Victorville, Calif., bounded on the north by Green 4, on the southwest by Blue 14 and on the southeast by VOR civil airway No. 21, and the airspace north of the George AFB bounded by a line beginning at lat. 35°11'00", long. 117°12'00", thence to lat. 34°57'00", long. 117°12'00", thence to lat. 34°54'45", long. 116°53'45", thence along the northern boundary of Green civil airway No. 4 to lat. 34°49'00", long. 117°29'00", thence to lat. 35°11'00", long. 117°24'00", thence to point of beginning, excluding the portion which overlaps Restricted Area (R-279).

§ 601.1031 *Control area extension (North Platte, Nebr.)*. All that airspace within a 25-mile radius of the North Platte radio range bounded on the south by Green civil airway No. 3, and the airspace bounded on the east by a line 5 miles east of and parallel to the south course of the radio range, on the south by VOR civil airway No. 8 and on the northwest by Red civil airway No. 6.

§ 601.1032 *Control area extension (Kotzebue, Alaska)*. Within 5 miles either side of a line bearing 50° True extending from the Kotzebue, Alaska, non-directional radio beacon to a point 25 miles northeast.

§ 601.1033 *Control area extension (St. Joseph, Mo.)*. The airspace within a 25-mile radius of Rosecrans Memorial Airport bounded on the northeast by VOR civil airway No. 15 and on the southeast by VOR civil airway No. 77.

§ 601.1034 *Control area extension (Springfield, Mo.)*. All that area within a 25-mile radius of the Springfield, Mo., radio range station.

§ 601.1035 *Control area extension (Little Rock, Ark.)*. That airspace within a 50 mile radius of the Little Rock radio range station, excluding the portion below 9,000 ft. between sunrise and sunset Saturdays and Sundays only which lies within Little Rock restricted area (R-134), and excluding the portion below 15,000 ft. between sunrise and sunset daily which lies within Pine Bluff restricted area (R-135). That airspace southwest of Little Rock bounded on the northwest by VOR civil airway No. 54, on the southeast by VOR civil airway No. 16 and on the northeast by the Little Rock 50-mile radius control area.

§ 601.1036 *Control area extension (West Palm Beach, Fla.)*. Within 5 miles either side of the 151° True radial of the West Palm Beach omnirange extending from the West Palm Beach omnirange station via the intersection of the West Palm Beach 151° True radial and the Miami, Fla., 060° True radial thence via the Miami 060° True radial to the Miami, Fla., omnirange station. The airspace which lies within Patrick AFB warning area (W-497-B) and Miami warning area (W-171) shall be used only after obtaining prior approval from the Civil Aeronautics Administration Air Traffic Control.

§ 601.1037 *Control area extension (Pensacola, Fla.)*. That airspace within 8 miles east of and 5 miles west of the north and south courses of the Pensacola, Fla., radio range extending from the radio range station to points 25 miles north and 12 miles south.

§ 601.1038 *Control area extension (Great Falls, Mont.)*. That airspace within a 25-mile radius of the Great Falls omnirange station extending from the southern boundary of VOR civil airway No. 120 clockwise to the southeastern boundary of Amber civil airway No. 2, and the airspace within 5 miles either side of the northeast course of the Great Falls radio range extending from the radio range station to a point 30 miles northeast including the airspace within a 30 mile radius of the Great Falls omnirange station which lies within the north quadrant of the Great Falls low frequency radio range.

§ 601.1039 *Control area extension (Portland, Oreg.)*. That airspace within a 30-mile radius of the Portland International Airport.

§ 601.1040 *Control area extension (Medford, Oreg.)*. From the Medford, Oreg., radio range station, extending within 5 miles either side of the west course of the Medford radio range, to a point 20 miles west of the radio range station and within 5 miles either side of the 270° True radial of the Medford

omnirange extending from the omnirange station to VOR civil airway No. 27.

§ 601.1041 *Control area extension (Boise, Idaho)*. Within 5 miles either side of the southwest course of the Boise radio range extending from the radio range station to a point 20 miles southwest including the airspace in the south quadrant of the Boise radio range bounded on the northeast and southeast by the Mountain Home, Idaho, control area extension and on the southwest by a line drawn 135° True from a point at lat. 43°20'20", long. 116°29'15" extending to the Mountain Home control area extension and that airspace northeast of Boise lying within a 25-mile radius of the Boise radio range station bounded on the southwest by Green civil airway No. 10.

§ 601.1042 *Control area extension (Columbus, Ohio)*. Within a 15-mile radius of the Appleton, Ohio, omnirange station; that airspace south of Columbus bounded on the east by Blue civil airway No. 81, on the southeast by VOR civil airway No. 44, on the west by a line extending from the York, Ky., omnirange station to the southeast corner of restricted area (R-109) thence on the west by restricted area R-109 and Amber civil airway No. 6, and on the north by Green civil airway No. 4; that airspace southwest of Columbus bounded on the north by Green civil airway No. 4, on the east by Amber civil airway No. 6, on the south by Red civil airway No. 8 and on the west by Blue civil airway No. 87.

§ 601.1043 *Control area extension (Bowling Green, Ky.)*. From the Bowling Green, Ky., radio range station extending 5 miles either side of the southeast course of the radio range to a point 20 miles southeast of the radio range station, and extending 5 miles either side of the west course of the radio range to a point 25 miles west of the radio range station and all that area within a 15 mile radius of the Bowling Green omnirange station.

§ 601.1044 *Control area extension (Ypsilanti, Mich.)*. From the Willow Run Airport, Ypsilanti, Mich. ILS localizer extending 5 miles either side of the localizer course to a point 20 miles southwest of the ILS outer marker.

§ 601.1045 *Control area extension (Presque Isle, Maine)*. From the Presque Isle, Maine, radio range station extending 5 miles either side of the west course of the radio range to a point 15 miles west of the radio range station, including all that area bounded on the north and east by Blue civil airway No. 17, on the south by Red civil airway No. 86 and on the west by Amber civil airway No. 7.

§ 601.1046 *Control area extension (Falfurrias, Tex.)*. Within 5 miles on the northwest side and 15 miles on the southeast side of the southwest course of the Kingsville, Tex., radio range extending from the Falfurrias nondirectional radio beacon to a point 35 miles southwest of the nondirectional radio beacon.

§ 601.1047 *Control area extension (Bangor, Maine)*. That airspace within

a 25-mile radius of Dow Air Force Base, Bangor, Maine.

§ 601.1048 *Control area extension (Red Bluff, Calif.)*. From the Red Bluff, Calif., radio range station extending 5 miles either side of the east course of the radio range to a point 25 miles east of the radio range station, and extending 5 miles either side of the west course of the radio range to a point 25 miles west of the radio range station.

§ 601.1049 *Control area extension (Utica, N. Y.)*. From the Utica, N. Y., radio range station, within 5 miles either side of the northwest course of the Utica, N. Y., radio range, extending 20 miles northwest of the Utica, N. Y., radio range station and within 5 miles either side of the northeast course of the Utica radio range extending from the radio range station to a point 15 miles northeast.

§ 601.1050 *Control area extension (Bakersfield, Calif.)*. From the Bakersfield, Calif., radio range station extending within 5 miles either side of the southwest course of the Bakersfield, Calif., radio range to a point 25 miles southwest of the radio range station including the airspace in the northwest quadrant of the radio range bounded on the northeast by VOR civil airway No. 165 and on the west by VOR civil airway No. 107.

§ 601.1051 *Control area extension (Portland, Maine)*. From the Portland, Maine, radio range station, within 5 miles either side of the northwest course of the Portland, Maine, radio range extending 20 miles northwest of the Portland, Maine, radio range station.

§ 601.1052 *Control area extension (Atlanta, Ga.)*. All that airspace within a 50-mile radius of the Atlanta radio range station including the airspace north of Atlanta bounded on the west by VOR civil airway No. 5, on the north by VOR civil airway No. 54 and on the east by VOR civil airway No. 97, and the airspace east of Atlanta bounded on the northwest by VOR civil airway No. 20, on the east by VOR civil airway No. 35 and on the south by VOR civil airway No. 18 including the airspace southwest of Atlanta bounded on the north by VOR civil airway No. 18, on the west by longitude 86°00'00", and on the southeast by VOR civil airway No. 20.

§ 601.1053 *Control area extension (Houston, Tex.) (Beaumont-Palacios-Houston area)*. All that airspace beginning at Latitude 30°22'00", Longitude 94°03'00", thence clockwise along an arc with a 25-mile radius centered on the Beaumont, Tex., radio range station to Latitude 29°38'35", Longitude 94°00'00", thence south to Latitude 29°37'30", Longitude 94°00'00", thence southwest 3 nautical miles from and parallel to the shoreline to Latitude 28°23'20", Longitude 96°17'30", thence clockwise along an arc with a 25-miles radius centered on the Palacios, Tex., radio range station to Latitude 28°55'00", Longitude 96°38'45", thence northeasterly to Latitude 29°58'30", Longitude 95°58'30", thence clockwise along an arc with a 50-mile radius centered on the Houston, Tex., radio range station to Latitude

30°20'25", Longitude 95°17'00", thence east to point of beginning. The portions of this control area which overlap the Palacios Restricted Area R-494 and Palacios Warning Area W-494 are excluded.

§ 601.1054 *Control area extension (Sinclair, Wyo.)*. From the Sinclair, Wyo., radio range station extending 5 miles either side of the north course of the radio range to a point 25 miles north of the radio range station.

§ 601.1055 *Control area extension (Elmira, N. Y.)*. Within a 15-mile radius of the Elmira, N. Y., omnirange station.

§ 601.1056 *Control area extension (Buffalo, N. Y.)*. Within a 15-mile radius of the Buffalo, N. Y., omnirange station.

§ 601.1057 *Control area extension (Binghamton, N. Y.)*. Within a 15-mile radius of the Binghamton, N. Y., omnirange station.

§ 601.1058 *Control area extension (Martinsburg, W. Va.)*. Within 5 miles either side of the southwest and northeast courses of the Martinsburg radio range extending from the radio range station to a point 20 miles southwest and to a point 33 miles northeast, and that airspace within a 15-mile radius of the Martinsburg, W. Va., omnirange station.

§ 601.1059 *Control area extension (Lynchburg, Va.)*. From the Lynchburg, Va., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station.

§ 601.1060 *Control area extension (Elkins, W. Va.)*. From the Elkins, W. Va., radio range station, within 5 miles either side of the south course of the Elkins radio range, extending 10 miles south of the Elkins, W. Va., airport and all that area within a 15 mile radius of the Elkins omnirange station.

§ 601.1061 *Control area extension (Mt. Clemens, Mich.)*. All that airspace bounded on the north by an arc having a radius of 40 miles from Selfridge Air Force Base, Mt. Clemens, Mich., on the east and southeast by the United States-Canadian Boundary, and on the southwest by Red civil airway No. 20 and the Flint, Mich., control area extension.

§ 601.1062 *Control area extension (Raleigh, N. C.)*. That airspace within a 30-mile radius of the Raleigh, N. C., radio range station, within 5 miles either side of the southeast course of the Raleigh radio range extending from the range station to a point 41 miles southeast, and within 5 miles either side of the Raleigh ILS localizer course extending from the localizer to a point 30 miles southwest.

§ 601.1063 *Control area extension (Roanoke, Va.)*. From the Roanoke, Va., radio range station extending 5 miles either side of the south course of the Roanoke, Va., radio range to a point 20 miles south of the radio range station.

§ 601.1064 *Control area extension (Chicopee Falls, Mass.)*. That airspace northeast of Chicopee Falls bounded on

the northwest by Red civil airway No. 33, on the northeast by VOR civil airway No. 151 and the Worcester, Mass., control zone, on the southeast by Amber civil airway No. 7 and on the south by a line extending from a point at latitude 42°08'50", longitude 72°28'00" to a point at latitude 42°04'30", longitude 72°11'30" excluding the airspace below 2,500 ft. Mean Sea Level; that airspace north of Chicopee Falls bounded on the west by Blue civil airway No. 41, on the north by VOR civil airway No. 2 and on the southeast by VOR civil airway No. 39; that airspace northwest of Chicopee Falls lying within an arc of 38 statute miles centered on the Westover, Mass., Air Force Base bounded on the north by VOR civil airway No. 2, on the east by Blue civil airway No. 41 and on the south by Red civil airway No. 112.

§ 601.1065 *Control area extension (Biloxi, Miss.)*. All that area within a 25-mile radius of the Keesler AFB, Biloxi, Miss., radio range station, excluding Airspace Warning Areas.

§ 601.1066 *Control area extension (New York, N. Y.)*. That airspace within a radius of 125 miles of the Idlewild, N. Y., omnirange station extending clockwise from the 238° True radial to the 328° True radial of the omnirange thence within a radius of 30 miles of the Idlewild omnirange station extending clockwise from the 328° True radial to the 238° True radial of the omnirange.

§ 601.1067 *Control area extension (Lexington, Ky.)*. The airspace within a 40-mile radius of the Lexington, Ky., omnirange station extending clockwise from VOR civil airway No. 4 to VOR civil airway No. 57 and the airspace within a 25 mile radius of the omnirange station extending clockwise from VOR civil airway No. 57 to VOR civil airway No. 4.

§ 601.1068 *Control area extension (Riverside, Calif.)*. That airspace east of March Air Force Base bounded on the east by a line extending between a point at latitude 33°51'00", longitude 116°50'40" and a point at latitude 33°45'45", longitude 116°50'00", on the south by VOR civil airway No. 64, on the northwest by VOR civil airway No. 8 and on the north by Green civil airway No. 5; that airspace southeast of March Air Force Base bounded on the north by VOR civil airway No. 64, on the east by VOR civil airway No. 117, on the southeast and south by Red civil airway No. 65, and on the southwest by Caution Area C-444.

§ 601.1069 *Control area extension (Santa Barbara, Calif.)*. Within 5 miles either side of the west and southeast courses of the Santa Barbara radio range extending from the radio range station to a point 25 miles west and 20 miles southeast.

§ 601.1070 *Control area extension (Charlottesville, Va.)*. The airspace bounded on the northwest by VOR civil airway No. 140, on the northeast by VOR civil airway No. 156 and on the south by VOR civil airway No. 16.

§ 601.1071 *Control area extension (Burbank, Calif.)*. That airspace east of the Burbank, Calif., radio range station bounded on the west by Amber civil

airway No. 1, on the south by Green civil airway No. 5, and on the northeast by a line 5 miles northeast of and parallel to the southeast course of the Burbank radio range; that airspace southwest of the Burbank, Calif., radio range station bounded on the north by Red civil airway No. 90, on the east by Amber civil airway No. 1, on the south by Amber civil airway No. 8 and on the west by a line 5 miles west of and parallel to a direct line between the Burbank, Calif., ILS outer marker and the intersection of the southeast course of the Camarillo, Calif., radio range with a line bearing 260° True from the Los Angeles, Calif., nondirectional radio beacon.

§ 601.1072 *Control area extension (Sumter, S. C.)*. That airspace within a 30-mile radius of Shaw Air Force Base, Sumter, S. C., radio range station, excluding the portion below 26,000 feet MSL which overlaps restricted area (R-114), and excluding the portion below 26,000 feet MSL between sunrise and sunset which overlaps restricted area (R-384).

§ 601.1073 *Control area extension (Fresno, Calif.)*. The airspace west of Fresno lying within a 35 mile radius of the Fresno Air Terminal bounded on the east by VOR civil airway No. 23; the airspace between Bakersfield-Fresno-Mo desto, Calif., bounded on the southwest by VOR civil airway No. 23, on the northwest by VOR civil airway No. 28, and on the northeast and southeast by a line beginning at a point at Lat. 38°20'00", Long. 120°22'00", extending to a point at Lat. 38°20'00", Long. 120°00'00", thence to a point at Lat. 37°50'00", Long. 120°00'00", thence to a point at Lat. 36°00'00", Long. 118°48'00", thence to the Bakersfield, Calif., omnirange station.

§ 601.1074 *Control area extension (North Bend, Oreg.)*. Within 5 miles either side of the 90° True and 270° True radials of the North Bend omnirange extending from the omnirange station to points 20 miles east and west.

§ 601.1075 *Control area extension (Ada, Okla.)*. All that area within a 15-mile radius of the Ada, Okla., Municipal Airport.

§ 601.1076 *Control area extension (Phoenix, Ariz.)*. That airspace southwest of Phoenix bounded on the north and east by VOR civil airway No. 16, on the south by VOR civil airway No. 66N, and on the west by VOR civil airway No. 87; that airspace northwest and north of Phoenix bounded on the south by Green civil airway No. 5, on the west by longitude 112°50'00", on the north by latitude 34°00'00" and on the east by VOR civil airway No. 95; that airspace within 5 miles either side of the east course of the Phoenix radio range extending from the radio range station to a point 25 miles east.

§ 601.1077 *Control area extension (Elko, Nev.)*. From the Elko, Nev., radio range station extending 5 miles either side of the north course of the Elko, Nev., radio range to a point 25 miles from the radio range station, and extending 5 miles on either side of the south course

of the Elko, Nev., radio range to a point 25 miles south of the radio range station.

§ 601.1078 *Control area extension (Reno, Nev.)*. From the Reno, Nev., radio range station extending 5 miles either side of the north course of the Reno, Nev., radio range to a point 50 miles north of the radio range station.

§ 601.1079 *Control area extension (Rock Springs, Wyo.)*. From the Rock Springs, Wyo., radio range station extending 5 miles either side of the north course of the Rock Springs, Wyo., radio range to a point 25 miles north of the radio range station, and extending 5 miles either side of the south course of the Rock Springs, Wyo., radio range to a point 25 miles south of the radio range station.

§ 601.1080 *Control area extension (Louisville, Ky.)*. All that area within a 15-mile radius of the Louisville omnirange station excluding danger areas, and all that area within 5 miles either side of the 122° True radial of the Louisville omnirange extending from the omnirange station to a point 25 miles southeast, the area within 5 miles either side of the 154° True radial of the omnirange extending from the omnirange station to a point 25 miles southeast, and the area within 5 miles either side of the Louisville ILS localizer course extending from the localizer to a point 13.2 miles southwest, and that airspace northeast of Louisville bounded on the southeast by VOR civil airway No. 5 and on the west and northwest by VOR civil airway No. 47.

§ 601.1081 *Control area extension (Windsor Locks, Conn.)*. That airspace in the vicinity of Bradley Field, Windsor Locks, Conn., bounded on the southeast by Amber civil airway No. 7, on the southwest and west by Blue civil airway No. 41, on the northwest by Red civil airway No. 33 and on the north by a line extending from a point at latitude 42°08'50", longitude 72°28'00" to a point at latitude 42°04'30", longitude 72°11'30"; that airspace southwest of Bradley Field bounded on the northwest by Red civil airway No. 33, on the northeast by Blue civil airway No. 41 and on the south by Red civil airway No. 13.

§ 601.1082 *Control area extension (Montgomery, Ala.)*. That airspace bounded on the north by Lat. 32°52'00", on the east by Long. 86°00'00", on the south by Lat. 31°45'00", and on the west by Long. 87°30'00".

§ 601.1083 *Control area extension (Bartlesville, Okla.)*. All that area within a 20-mile radius of the Phillips Airport, Bartlesville, Okla.

§ 601.1084 *Control area extension (Quincy, Ill.)*. That airspace within a 25-mile radius of the Quincy non-directional radio beacon including the airspace north of Quincy bounded on the east by VOR civil airway No. 63, on the southwest by VOR civil airway No. 52 and on the northwest by VOR civil airway No. 10.

§ 601.1085 *Control area extension (Edwards Air Force Base, Calif.)*. All that airspace bounded on the south by

Green civil airway No. 4, on the southwest by Blue civil airway No. 14, on the north by Lat. $34^{\circ}58'00''$, on the east by Long. $117^{\circ}48'00''$, including the airspace within 5 miles either side of a line bearing 56° True extending from the Edwards Air Force Base and passing through the Edwards omnirange station site at Lat. $35^{\circ}00'18''$, Long. $117^{\circ}41'14''$ to a point 15 miles northeast of the omnirange station site, excluding the portions which overlap Restricted Area (R-279) and excluding the portion above 20,000 feet MSL which conflicts with Restricted Area (R-484).

§ 601.1086 *Control area extension* (Memphis, Tenn.). That airspace within a 50-mile radius of the Memphis radio range station lying in the southeast, southwest and northwest quadrants of the radio range and that airspace within an arc 45 miles in radius from the Memphis NAS radio range station bounded on the west and northwest by VOR civil airway No. 11 and on the southeast by Green civil airway No. 5. That airspace southwest of Memphis bounded on the southeast by VOR civil airway No. 16, on the west by VOR civil airway No. 69, on the north by VOR civil airway No. 54 and on the east by the Memphis 50-mile radius control area.

§ 601.1087 *Control area extension* (Akron, Ohio). From the Akron-Canton Airport, Akron, Ohio, ILS localizer extending 5 miles either side of the localizer course to a point 20 miles south of the ILS outer marker, and extending 5 miles either side of a direct line between the Akron, Ohio, radio range station and the Brecksville, Ohio, fan marker.

§ 601.1088 *Control area extension* (Alexandria, Minn.). From the Alexandria, Minn., radio range station extending 5 miles either side of the north course of the Alexandria, Minn., radio range to a point 20 miles north of the radio range station, including all that area within a 15-mile radius of the Alexandria omnirange station, and all that area within 5 miles either side of the 50° True radial of the omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1089 *Control area extension* (Cincinnati, Ohio). All that airspace within a 15-mile radius of the Cincinnati, Ohio, omnirange station and that airspace northwest of Cincinnati bounded on the north by Red civil airway No. 18, on the east by VOR civil airway No. 47 and on the southwest by the east alternate of VOR civil airway No. 97.

§ 601.1090 *Control area extension* (Lawrence, Mass.). Within 5 miles either side of a direct line extending from the Lawrence, Mass., nondirectional radiobeacon to the Bedford, Mass., outer marker.

§ 601.1091 *Control area extension* (Detroit, Mich.). That airspace within a 20-mile radius of the Willow Run Airport, Detroit, Mich.; and the airspace north of Detroit bounded on the south by VOR civil airway No. 116, on the west by VOR civil airway No. 133, on the north by VOR civil airway No. 84 and on the east by Red civil airway No. 20.

§ 601.1092 *Control area extension* (Dickinson, N. Dak.). From the Dickinson, N. Dak., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station including all that area within a 15-mile radius of the Dickinson omnirange station, and all that area within 5 miles either side of the 15° True radial of the omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1093 *Control area extension* (Fargo, N. Dak.). From the Fargo, N. Dak., radio range station extending 5 miles either side of the east course of the radio range to a point 20 miles east of the Glyndon fan marker, and extending from the ILS localizer 5 miles either side of the localizer course to a point 20 miles south of the outer marker, and all that area within a 15-mile radius of the Fargo omnirange station.

§ 601.1094 *Control area extension* (Flint, Mich.). From the Flint, Mich., outer compass locator extending 5 miles either side of the 88° and 268° True courses of the outer compass locator to points 25 miles east and west of the outer compass locator.

§ 601.1095 *Control area extension* (Fort Wayne, Ind.). All that area within a 15-mile radius of the Fort Wayne omnirange station including that area within 5 miles either side of the 318° True radial of the omnirange extending from the omnirange station to a point 25 miles northwest and that area within 5 miles either side of the Fort Wayne ILS localizer course extending from the localizer to a point 20 miles southeast of the outer marker. The airspace south of Fort Wayne bounded on the northwest by VOR civil airway No. 11, on the southeast by VOR civil airway No. 14, and on the east by VOR civil airway No. 55-W.

§ 601.1096 *Control area extension* (Glenview, Ill.). From the Glenview, Ill., radio range station extending 5 miles either side of the northwest course of the Glenview, Ill., radio range to a point 20 miles northwest of the radio range station.

§ 601.1097 *Control area extension* (Grand Forks, N. Dak.). From the Grand Forks, N. Dak., radio range station extending 5 miles either side of the south course of the Grand Forks, N. Dak., radio range to a point 20 miles south of the radio range station.

§ 601.1098 *Control area extension* (Casper, Wyo.). The airspace within a 25-mile radius of the Casper radio range station lying in the southwest, northwest, and northeast quadrants of the radio range, and within 5 miles either side of the Casper Air Terminal ILS localizer course extending from the localizer to a point 25 miles west of the airport.

§ 601.1099 *Control area extension* (Indianapolis, Ind.). From the Weir-Cook Municipal Airport, Indianapolis, Ind., ILS localizer extending 5 miles either side of the ILS localizer course to a point 20 miles southwest of the ILS

outer marker and all that area within a 15-mile radius of the Indianapolis omnirange station.

§ 601.1100 *Control area extension* (Lone Rock, Wis.). That airspace within a 15-mile radius of the Lone Rock omnirange station including the airspace within 5 miles either side of the 24° True radial of the omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1101 *Control area extension* (Madison, Wis.). That airspace south of Madison bounded on the north by VOR civil airway No. 2, on the southeast by VOR civil airway No. 63 and on the southwest and west by VOR civil airway No. 97.

§ 601.1102 *Control area extension* (Minneapolis, Minn.). All that area within a 30-mile radius of the Minneapolis-St. Paul International Airport lying within the east, south, and west quadrants of the Minneapolis radio range, including all that area within a 15-mile radius of the Minneapolis omnirange station and the airspace north of Minneapolis bounded on the northwest by VOR civil airway No. 13, on the east by Blue civil airway No. 9 and on the southwest by VOR civil airway No. 26.

§ 601.1103 *Control area extension* (Minot, N. Dak.). All that area within a 15-mile radius of the Minot, N. Dak., omnirange station.

§ 601.1104 *Control area extension* (Rockford, Ill.). From the Rockford, Ill., radio range station extending 5 miles either side of the west course of the Rockford, Ill., radio range to a point 20 miles west of the radio range station.

§ 601.1105 *Control area extension* (Muskegon, Mich.). That airspace within a 15-mile radius of the Muskegon omnirange station and within 5 miles either side of the southeast course of the Muskegon radio range extending from the radio range station to the western boundary of Red civil airway No. 28.

§ 601.1106 *Control area extension* (Whidbey Island, Wash.). All of the airspace bounded on the east by Green civil airway No. 10, on the south by Red civil airway No. 79, on the west by Amber civil airway No. 1 and on the north by a line drawn from a point at latitude $48^{\circ}42'48''$, longitude $123^{\circ}11'57''$ through a point at latitude $48^{\circ}50'27''$, longitude $122^{\circ}44'33''$, excluding the airspace below 20,000 feet MSL which overlaps restricted areas R-231, R-232, R-233, R-234 and R-235.

§ 601.1107 *Control area extension* (Topeka, Kans.). All that area within a 25-mile radius of the Topeka, Kans., omnirange station.

§ 601.1108 *Control area extension* (Salina, Kans.). That airspace north of Salina, Kansas, within a 30-mile radius of a point at Latitude $38^{\circ}52'39''$, Longitude $97^{\circ}38'54''$, bounded on the south by VOR civil airway No. 4, and the airspace southeast of the Salina omnirange station bounded on the north by VOR civil airway No. 4 and on the west by VOR civil airway No. 73 within a 25-mile radius of the omnirange station.

§ 601.1109 *Control area extension (Goodland, Kans.)*. From the Goodland, Kans., omnirange station extending 5 miles either side of the 22° True radial of the omnirange to a point 20 miles north and within 5 miles either side of the 202° True radial of the Goodland omnirange extending from the omnirange station to a point 25 miles southwest.

§ 601.1110 *Control area extension (Hobbs, N. Mex.)*. From the Hobbs, N. Mex., radio range station extending 5 miles either side of the north course of the radio range to a point 25 miles north of the radio range station.

§ 601.1111 *Control area extension (San Diego, Calif.)*. From the San Diego, Calif., radio range station extending 5 miles either side of the southwest course of the San Diego, Calif., radio range to a point 25 miles southwest of the radio range station.

§ 601.1112 *Control area extension (Fort Dix, N. J.)*. All that area bounded on the north by Red civil airway No. 3 on the east by VOR civil airway No. 1, on the southeast by Green civil airway No. 5, on the southwest by Red civil airway No. 73 and on the west by Blue civil airway No. 20, excluding the portion which overlaps the Fort Dix, N. J., restricted area and the Lakehurst, N. J., caution area.

§ 601.1113 *Control area extension (San Francisco, Calif.)*. All that area bounded on the northeast by a line extending through the San Francisco, Calif., and Moffett Field, Calif., radio range stations, on the northwest by a line 5 miles northwest of and parallel to the southwest course of the San Francisco, Calif., radio range, on the west by a line 3 nautical miles off shore, on the southeast by a line 5 miles southeast of and parallel to the southwest course of the Moffett Field radio range, and including all that area northeast of the San Francisco, Calif., radio range station bounded on the northwest by Amber civil airway No. 8, on the northeast by Blue civil airway No. 10 and on the southeast and southwest by Green civil airway No. 3, and including all that area northeast of the San Francisco radio range station bounded on the northwest by Green civil airway No. 3, on the east by Blue civil airway No. 7 and on the south by Red civil airway No. 60, and all that area beginning at a point on the western boundary of Blue civil airway No. 10 at the point of intersection with lat. 38°15'00", thence along the western boundaries of Blue civil airway No. 10, Blue civil airway No. 54 and Amber civil airway No. 8 to a point at which the western boundary of Amber civil airway No. 8 intersects the coastline, thence along the coastline in a northwesterly direction to Point Reyes, Calif., thence in a northeasterly direction to lat. 38°15'00", long. 122°45'00", thence to the point of beginning.

§ 601.1114 *Control area extension (Bethel, Alaska)*. Within 5 miles either side of the southeast course of the Bethel, Alaska, radio range extending from the

radio range station to a point 25 miles southeast.

§ 601.1115 *Control area extension (Dodge City, Kans.)*. Within 5 miles either side of the 341° and 161° True radials of the Dodge City omnirange extending from the omnirange station to points 25 miles north and south.

§ 601.1116 *Control area extension (Hutchinson, Kans.)*. All that area within a 25-mile radius of the Hutchinson, Kans., radio range station.

§ 601.1117 *Control area extension (Grosse Ile, Mich.)*. That airspace south of the Grosse Ile Naval Air Station bounded on the west by Blue civil airway No. 87, on the north by VOR civil airway No. 10, on the northeast by Red civil airway No. 19 and on the southeast by a line through a point at Lat. 41°51'10", Long. 83°08'35" and a point at Lat. 41°45'20", Long. 83°20'25".

§ 601.1118 *Control area extension (Grand Junction, Colo.)*. Within 5 miles either side of a line bearing 305° True extending from Walker Airport, Grand Junction, Colo., to a point 30 miles northwest of the airport, and within 5 miles either side of the 357° True radial of the Grand Junction omnirange extending from the omnirange station to a point 15 miles north.

§ 601.1119 *Control area extension (St. Louis, Mo.)*. All that area within a 25-mile radius of the St. Louis, Mo., radio range station in the northeast and southwest quadrants of the radio range.

§ 601.1120 *Control area extension (Cedar Rapids, Iowa)*. Within 5 miles either side of a line bearing 266° True extending from the Cedar Rapids Municipal Airport to a point 25 miles west, and within 5 miles either side of a line bearing 90° True from the airport to a point 25 miles east.

§ 601.1121 *Control area extension (White Plains, N. Y.)*. From the Westchester Airport White Plains, N. Y., ILS localizer extending 5 miles either side of the localizer course to its intersection with the south course of the Poughkeepsie, N. Y., radio range.

§ 601.1122 *Control area extension (Tri-City, Tenn.)*. That airspace within a 28-mile radius of the Tri-City radio range station lying in the east quadrant of the radio range; that airspace within a 30-mile radius of the radio range station lying in the west quadrant of the radio range, and the airspace within 5 miles either side of the 289° True radial of the Tri-City omnirange extending from the omnirange station to a point 50 miles northwest.

§ 601.1123 *Control area extension (Birmingham, Ala.)*. That airspace bounded by a line beginning at a point at latitude 32°52'00", longitude 87°30'00", thence north to latitude 34°15'00", longitude 87°30'00", thence east to latitude 34°15'00", longitude 86°15'00", thence south to latitude 34°00'00", longitude 86°15'00", thence southeast to latitude 33°39'00", longitude 86°00'00", thence south to latitude

32°52'00", longitude 86°00'00", thence west to latitude 32°52'00", longitude 87°30'00".

§ 601.1124 *Control area extension (Eugene, Oreg.)*. Within 5 miles either side of the west course of the Eugene, Oreg., radio range extending from the radio range station to VOR civil airway No. 27.

§ 601.1125 *Control area extension (Tallahassee, Fla.)*. That airspace bounded on the north by VOR civil airway No. 22, on the east by VOR civil airway No. 159 and on the south and west by VOR civil airway No. 7W, excluding the portion above 19,000 feet mean sea level between sunset and sunrise which lies within Tyndall AFB restricted area (R-336).

§ 601.1126 *Control area extension (Knoxville, Tenn.)*. That airspace within a 40-mile radius of the Knoxville, Tenn., radio range station beginning at a point south of Knoxville on the western edge of Blue civil airway No. 87 and extending counterclockwise to a point at lat. 36°15'00", long. 84°30'00", thence bounded on the northwest by a straight line from this point to a point at lat. 36°00'00", long. 84°56'30", thence bounded on the west by VOR civil airway No. 51, on the southwest by the Chattanooga control area extension, on the south by VOR civil airway No. 54, and on the east by the western boundary of Blue civil airway No. 87 to point of beginning, excluding the airspace which lies within Prohibited Area PA-78.

§ 601.1127 *Control area extension (Pasco, Wash.)*. That airspace beginning at a point at lat. 46°13'03", long. 119°03'45" within 5 miles either side of lines drawn 179° True and 269° True extending from that point to their intersection with the northeast boundary of Green civil airway No. 10; that airspace bounded by lines 5 miles south of and 10 miles north of and parallel to a line drawn 89° True from the point of beginning extending to the northwest boundary of VOR civil airway No. 112 on the south, to long. 118°43'30" on the north, bounded on the west by long. 119°03'45", and including the airspace within 5 miles either side of the northwest course of the Walla Walla, Wash., radio range from the radio range station northwestward to long. 118°43'30".

§ 601.1128 *Control area extension (Jackson, Miss.)*. From the Jackson, Miss., ILS localizer extending 5 miles either side of the ILS localizer course to a point 30 miles northwest of the ILS localizer.

§ 601.1129 *Control area extension (Washington, D. C.)*. All that area within a 40-mile radius of the Washington National Airport, excluding that portion northeast of the airport bounded on the west by the eastern boundary of Blue civil airway No. 21 and Red civil airway No. 45 and on the south by the northern boundary of Green civil airway No. 5 and excluding the Washington Airspace Reservation and restricted areas.

§ 601.1130 *Control area extension (Spokane, Wash.)*. That airspace within a radius of 45 nautical miles centered on Fairchild Air Force Base, Spokane, Wash.

§ 601.1131 *Control area extension (Sitka, Alaska)*. Within 5 miles either side of the southwest course of the Sitka, Alaska, radio range extending from the radio range station to a point 25 miles southwest.

§ 601.1132 *Control area extension (West Palm Beach, Fla.)*. Within 5 miles either side of the 36° True radial of the West Palm Beach omnirange extending from the omnirange station to its intersection with the 109° True radial of the Orlando, Fla., omnirange thence northwestward within 5 miles either side of the Orlando omnirange 109° True radial to its intersection with the center line of Wilmington, N. C., control area extension No. 1150, excluding the portion below 2000 feet MSL which lies outside the continental limits of the United States.

§ 601.1133 *Control area extension (Seattle, Wash.)*. That airspace within a 30-mile radius of the Seattle-Tacoma International Airport, excluding the portion below 1,500 feet mean sea level which lies over Fort Lewis restricted area (R-503), below 5,000 feet mean sea level which lies over Fort Lewis restricted area (R-504), and below 14,000 feet mean sea level which lies over Fort Lewis restricted area (R-505); that airspace south-southwest of Seattle bounded on the south by latitude 46°35'00", on the west by longitude 123°03'00" and on the north-northeast by Blue civil airway No. 71; that airspace north of Seattle bounded on the south by Red civil airway No. 79, on the east by Green civil airway No. 10, and on the northwest by a line extending from a point at latitude 48°02'00", longitude 122°26'00" to a point at latitude 47°55'00", longitude 122°32'00".

§ 601.1134 *Control area extension (Columbus, Ga.)*. That airspace north of Columbus bounded on the northwest by VOR civil airway No. 20, on the south by VOR civil airway No. 56, on the east by VOR civil airway No. 97, and on the north by the Atlanta, Ga., 50-mile radius control area extension.

§ 601.1135 *Control area extension (Marianna, Fla.)*. Within 5 miles either side of the 130° True radial of the Marianna omnirange extending from the omnirange station to a point 20 miles southeast, excluding the airspace above 19,000 feet overlapping Tyndall AFB restricted area (R-336) between sunset and sunrise.

§ 601.1136 *Control area extension (San Juan, P. R.)*. Within a radius of 100 nautical miles of the Isle Grande Airport, San Juan, P. R., excluding the airspace over existing restricted areas and warning areas. (Designated to conform with Recommendation No. 6 of the Rules of the Air and Air Traffic Control Committee of the Second ICAO Caribbean Regional Air Navigation Meeting, as approved by the Council of ICAO.)

§ 601.1137 *Control area extension (Big Spring, Tex.)*. The airspace within a 35-mile radius of the Big Spring omnirange station.

§ 601.1138 *Control area extension (Orlando, Fla.)*. Within 5 miles either side of the northwest course of the Orlando radio range extending from the radio range station to a point 25 miles northwest; that airspace northeast of Orlando bounded on the south by a line 5 miles southeast of and parallel to the northeast course of the Orlando radio range, on the northeast by Amber civil airway No. 7 and on the northwest by Red civil airway No. 47, and all that airspace bounded on the north by Latitude 29°00'00", on the west by Tampa control area extension No. 1325, on the south by Latitude 27°45'00", and on the east and northeast by Blue civil airway No. 19 and the northwest course of the Orlando radio range.

§ 601.1139 *Control area extension (Fort Rucker, Ala.)*. Within a 35-mile radius of a point at latitude 31°14'55", longitude 85°46'20", Fort Rucker, Ala., excluding the portion which overlaps restricted area R-156, and excluding the portion above 19,000 feet MSL between sunset and sunrise which lies beneath and which conflicts with restricted area R-336.

§ 601.1140 *Control area extension (Youngstown, Ohio)*. That airspace southeast of Youngstown bounded on the north by VOR civil airway No. 6, on the east by VOR civil airway No. 37, on the south by Red civil airway No. 85 and on the southwest and west by VOR civil airway No. 41.

§ 601.1141 *Control area extension (Boston, Mass.)*. That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range to a circle 15 miles in radius centered at the midway point of a direct line between the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range and the Yarmouth, Nova Scotia, radio range station to a circle 5 miles in radius centered on the Yarmouth, Nova Scotia, radio range station, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

§ 601.1142 *Control area extension (Boston, Mass.)*. That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range to a circle 15 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

§ 601.1143 *Control area extension (Nantucket, Mass.)*. That airspace

with tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., Consolan station (monitor site at latitude 41°15'35", longitude 70°09'19") to a circle 15 miles in radius centered at the midway point on a direct line between the Nantucket, Mass., Consolan station (monitor site at latitude 41°15'35", longitude 70°09'19") and the Yarmouth, Nova Scotia, radio range station to a circle 5 miles in radius centered on the Yarmouth, Nova Scotia, radio range station, excluding that portion below 2,000 feet except that airspace which lies within the confines of civil airways, and excluding those portions which overlap Warning Areas (W-21, W-95 and W-104).

§ 601.1144 *Control area extension (Nantucket, Mass.)*. That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., Consolan station (monitor site at latitude 41°15'35", longitude 70°09'19") to a circle 15 miles in radius centered on the intersection of a Great Circle course between the Nantucket Consolan station (monitor site at latitude 41°15'35", longitude 70°09'19") and the Azores Santa Maria nondirectional radio beacon and the western boundary of the ICAO Control Area, excluding the portion below 2,000 feet except that airspace which lies within the confines of civil airways.

§ 601.1145 *Control area extension (Nantucket, Mass.)*. That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., Consolan station (monitor site at latitude 41°15'35", longitude 70°09'19") to a circle 15 miles in radius centered on the intersection of a rhumb line between the Nantucket Consolan station (monitor site at latitude 41°15'35", longitude 70°09'19") and the Kindley AFB Bermuda radio range station and the western boundary of the ICAO Control Area, excluding the portion below 2,000 feet except that airspace which lies within the confines of civil airways.

§ 601.1146 *Control area extension (New York, N. Y.)*. That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the east course of the New York (La Guardia), N. Y., radio range and the northeast course of the Mitchel AFB, N. Y., radio range to a circle 5 miles in radius centered at the intersection of the southeast course of the Quonset, R. I. (Navy) radio range and a line bearing 254° True from the Nantucket, Mass., Consolan station (monitor site at latitude 41°15'35", longitude 70°09'19") to a circle 5 miles in radius centered on the Nantucket Consolan station (monitor site), excluding that portion below 2,000 feet between the intersection of the east course of the New York (La Guardia) radio range and the southwest course of the Providence, R. I., radio range and the Nantucket Consolan station (monitor site at latitude 41°15'35", longitude 70°09'19"). In addition, that portion below 7,950 feet MSL which lies within the confines of the Montauk

Point Restricted Area (R-487) and the Montauk Point Warning Area (W-487) (published in § 608.40 of this chapter) shall be used only after obtaining prior approval from the Civil Aeronautics Administration Air Traffic Control.

§ 601.1147 *Control area extension (New York, N. Y.)*. That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Newark, N. J., radio range and the southwest course of the Mitchell AFB, N. Y., radio range to a circle 15 miles in radius centered at the intersection of the southeast course of the Newark, N. J., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

§ 601.1148 *Control area extension (Millville, N. J.)*. That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Millville, N. J., radio range station and the intersection of the southeast course of the Millville, N. J., radio range and the Atlantic Ocean U. S. Coastline to a circle 15 miles in radius centered on the intersection of the southeast course of the Millville, N. J., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1149 *Control area extension (Norfolk, Va.)*. That airspace within a 55-mile radius of a point located at latitude 36°57'44", longitude 76°24'44", excluding the airspace which overlaps all danger areas, warning areas and caution areas and excluding the portion below 2,000 feet beyond the shoreline of the United States.

§ 601.1150 *Control area extension (Wilmington, N. C.)*. That area within a 5-mile radius circle of the Wilmington, N. C., (Carolina Beach), nondirectional radio beacon including the area bounded on the west by a line tangent to the circumference of this circle extending to the circumference of a circle 15 miles in radius centered at latitude 30°24'00", longitude 79°05'30" thence to the circumference of a circle 5 miles in radius centered on the West Palm Beach, Fla., radio range station, and bounded on the east by a line tangent to the circumference of the 5-mile radius circle centered on the Wilmington (Carolina Beach) nondirectional radio beacon extending to the circumference of a circle 35 miles in radius centered at latitude 30°24'00", longitude 79°05'30", thence to the circumference of a circle 5 miles in radius centered on the West Palm Beach, Fla., radio range station, excluding the portion below 2000 feet mean sea level which lies outside of the continental limits of the United States.

§ 601.1151 *Control area extension (Wilmington, N. C.)*. That area within tangent lines of circles 5 statute miles in radius centered on the Carolina Beach (Wilmington, N. C.) nondirectional radio beacon and 15 statute miles in radius centered on the intersection of the western boundary of the New York Oceanic

Control Area and a direct line between the Carolina Beach nondirectional radio beacon and the Nassau, B. W. I., nondirectional radio beacon extending from the Carolina Beach nondirectional radio beacon to the western boundary of the New York Oceanic Control Area and the latitude 31°30'00" N. Parallel, excluding that portion below 2,000 feet mean sea level which lies outside the continental limits of the United States.

§ 601.1152 *Control area extension (Charleston, S. C.)*. That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Charleston, S. C., radio range station and a circle 5 miles in radius centered at the intersection of the southeast course of the Charleston, S. C., radio range and the Atlantic Ocean U. S. Coastline to a circle 15 miles in radius centered at the intersection of the southeast course of the Charleston, S. C., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1153 *Control area extension (Jacksonville, Fla.)*. That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Jacksonville, Fla., radio range station to a circle 15 miles in radius centered on the intersection of the east course of the Jacksonville, Fla., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet and above 20,500 feet which lies outside the continental limits of the United States.

§ 601.1154 *Control area extension (Bismarck, N. Dak.)*. All that area within a 15-mile radius of the Bismarck omnirange station including all that area 5 miles either side of the ILS localizer course extending from the localizer to a point 20 miles southeast of the outer marker, and all that area within 5 miles either side of the 114° True radial of the omnirange station extending from the omnirange station to a point 25 miles southeast.

§ 601.1155 *Control area extension (Omaha, Nebr.)*. All that airspace within a 25-mile radius of the Omaha radio range station and the airspace southwest of Omaha bounded on the north by VOR civil airways No. 8-S and 6-S, on the east by VOR civil airway No. 15 and the St. Joseph, Mo., control area extension, on the south by a line extending from a point at Lat. 40°00'00", Long. 95°17'00", to a point at Lat. 40°30'00", Long. 96°51'00", to a point at Lat. 40°30'00", Long. 97°20'00", and bounded on the west by Long. 97°20'00". All of the airspace southeast of Omaha within a 25-mile radius of the Omaha omnirange station bounded on the north by VOR civil airways Nos. 6 and 8 and on the west by VOR civil airway No. 15.

§ 601.1156 *Control area extension (Albany, Ga.)*. Within 5 miles either side of the west course of the Albany radio range extending from the radio range station to a point 25 miles west and within 5 miles either side of the 335°

True radial of the Albany omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1157 *Control area extension (Chicago, Ill.)*. From the Chicago, Ill., O'Hare International Airport ILS localizer extending 5 miles either side of the localizer course to a point 20 miles northwest of the outer marker.

§ 601.1158 *Control area extension (Cleveland, Ohio)*. That airspace lying over United States territory within a 30-mile radius of the Cleveland-Hopkins Airport.

§ 601.1159 *Control area extension (Moline, Ill.)*. That airspace within a 15-mile radius of the Moline omnirange station, within 5 miles either side of the Moline ILS localizer west course extending from the localizer to a point 35 miles west of the Quad City Airport, and the airspace east of Moline bounded on the north by Green civil airway No. 3, on the south by a line 5 miles south of and parallel to the Moline ILS localizer east course, on the east by Long. 90°02'00" and on the west by VOR civil airway No. 63 and the airspace within 5 miles either side of a direct line extending from the Polo, Ill., omnirange station to the intersection of the east (back) course of the Quad-City ILS localizer and the 318° True radial of the Bradford, Ill., omnirange station.

§ 601.1160 *Control area extension (South Bend, Ind.)*. From the South Bend, Ind., ILS localizer extending 5 miles either side of the localizer course to a point 20 miles east of the outer marker and all that area within a 15-mile radius of the South Bend omnirange station.

§ 601.1161 *Control area extension (Chicago, Ill.)*. All that area within a 30-mile radius of the Chicago-Midway Airport; all that area within a 15-mile radius of the Chicago Heights omnirange station; all that area east of the Chicago Midway Airport bounded on the northwest by Red civil airway No. 28, on the east by Blue civil airway No. 6 and on the south by Red civil airway No. 12, and all that area southeast of Chicago Midway Airport bounded on the north by Red civil airway No. 12, on the east by Blue civil airway No. 6, on the south by Green civil airway No. 3 and on the west by Red civil airway No. 14.

§ 601.1162 *Control area extension (Danville, Va.)*. Within a 5-mile radius of the Danville Municipal Airport extending 5 miles either side of a track bearing 356° True from the airport to a point 10 miles north, and extending 5 miles either side of a track bearing 57° True from the airport to a point 10 miles northeast of the airport.

§ 601.1163 *Control area extension (Vero Beach, Fla.)*. That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Vero Beach omnirange station to a circle 10 miles in radius centered on the intersection of the east course of the Melbourne, Fla., radio range and the center of Control area extension No. 1150, excluding that portion below 5,000 feet except that airspace

which lies within existing control area or control area extension.

§ 601.1164 Control area extension (Quonset Point, R. I.). All that area bounded by a line beginning at a point on the southern boundary of Red civil airway No. 94 at lat. $41^{\circ}35'00''$, long. $71^{\circ}06'30''$, thence westward along that airway boundary to the southeastern boundary of Red civil airway No. 21, thence southwesterly along the southeastern boundary of that airway to lat. $41^{\circ}32'00''$, long. $71^{\circ}33'25''$, thence perpendicularly southeastward to a point 3 miles from the southwest course of the Providence, R. I., radio range, thence southwestward paralleling the southwest course of the Providence, R. I., radio range to a point at lat. $41^{\circ}17'00''$, long. $71^{\circ}44'45''$ on an arc of a circle with a 27-mile radius centered on the Quonset Point, R. I., NAS radio range station, thence counterclockwise along this arc to lat. $41^{\circ}17'15''$, long. $71^{\circ}00'40''$, thence northwestward to lat. $41^{\circ}29'25''$, long. $71^{\circ}12'00''$, thence northeastward to lat. $41^{\circ}35'00''$, long. $71^{\circ}06'30''$, point of beginning, excluding the portions which overlap restricted areas and caution areas.

§ 601.1165 Control area extension (Oakland, Calif.). All that area in the vicinity of Hayward, Calif., bounded by the eastern boundary of Blue civil airway No. 10, the southern boundary of Red civil airway No. 60 and the northern boundary of Blue civil airway No. 60.

§ 601.1166 Control area extension (Mobile, Ala.). Within a 25-mile radius of Brookley AFB, Mobile, Ala., excluding the portion which overlaps Caution Area C-488, and within 5 miles either side of the 292° True radial of the Mobile omnirange extending from the omnirange station to a point 25 miles northwest.

§ 601.1167 Control area extension (Ontario, Oreg.). That airspace within an $8\frac{1}{2}$ -mile radius of the Ontario Airport including the airspace southeast of Ontario bounded on the northeast by Green civil airway No. 10, on the south by the Boise, Idaho, control area extension, on the southwest by a line 12 miles southwest of and parallel to Green civil airway No. 10.

§ 601.1168 Control area extension (Ponca City, Okla.). Within a 15-mile radius of the Ponca City Airport and within 5 miles either side of the 284° True radial of the Ponca City omnirange extending from the omnirange station to a point 25 miles west.

§ 601.1169 Control area extension (Idlewild, N. Y.). That airspace within 5 miles either side of a direct line extending from the intersection of the southeast course of the Mitchel AFB, N. Y., radio range and the Riverhead, N. Y., omnirange 223° True radial to the Nantucket, Mass., Consol station (monitor site at latitude $41^{\circ}15'35''$, longitude $70^{\circ}09'19''$) excluding the airspace below 2,000 feet. In addition, that portion below 7,950 feet MSL which lies within the confines of the Montauk Point Restricted Area (R-487) and the Montauk Point Warning Area (W-487) (published in § 608.40 of this chapter) shall

be used only after obtaining prior approval from the Civil Aeronautics Administration Air Traffic Control.

§ 601.1170 Control area extension (Owensboro, Ky.). That airspace bounded on the north by VOR civil airway No. 4, on the southwest by VOR civil airway No. 7 and on the southeast by a line extending through points at Lat. $38^{\circ}04'20''$, Long. $86^{\circ}41'20''$ and Lat. $37^{\circ}22'00''$, Long. $87^{\circ}09'40''$.

§ 601.1171 Control area extension (El Paso, Tex.). Within 5 miles either side of the north course of the El Paso radio range extending from the radio range station to a point 11 miles north of the Newman, Tex., omnirange station, excluding the portion which overlaps restricted areas, and all that area south of El Paso bounded on the northeast by VOR civil airway No. 66, on the south by a line 5 miles south of and parallel to a direct line between the Clint, Tex., non-directional radio beacon and the Huds-peth, Tex., omnirange station, and on the west by a line 5 miles west of and parallel to the centerline of the south course of the El Paso, Tex., radio range, excluding the portion which lies outside the continental limits of the United States, and including that area northeast of El Paso bounded on the south by Green civil airway No. 5, on the west by the north course of the El Paso radio range, on the north by latitude $32^{\circ}00'00''$, and on the east by Red civil airway No. 71.

§ 601.1172 Control area extension (Rantoul, Ill.). That airspace within a 25-mile radius of the Chanute Air Force Base, Rantoul, Ill.

§ 601.1173 Control area extension (San Francisco, Calif.). That airspace bounded by a line beginning at a point at latitude $38^{\circ}08'30''$, longitude $122^{\circ}54'00''$, thence to latitude $37^{\circ}14'00''$, longitude $122^{\circ}24'55''$, thence to latitude $36^{\circ}16'00''$, longitude $124^{\circ}26'00''$, thence to latitude $37^{\circ}40'00''$, longitude $125^{\circ}23'30''$, thence to latitude $37^{\circ}50'00''$, longitude $124^{\circ}24'30''$, thence to latitude $38^{\circ}00'00''$, longitude $123^{\circ}23'00''$, thence to latitude $38^{\circ}03'20''$, longitude $123^{\circ}12'00''$, thence to point of beginning. The portion of this control area extension which lies within Point Reyes warning area (W-513) is excluded below 3000 feet mean sea level between the hours 8:00 p. m. and 8:00 a. m. P. s. t. daily, and is excluded entirely between the hours 8:00 a. m. and 8:00 p. m. P. s. t. daily.

§ 601.1174 Control area extension (Ukiah, Calif.). Within 5 miles either side of the 218° True radial of the Ukiah omnirange extending from the omnirange station to a point 17 miles southwest.

§ 601.1175 Control area extension (Charleston, S. C.). Within 5 miles either side of the 341° True radial of the Charleston, S. C., omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1176 Control area extension (Santa Barbara, Calif.). That airspace centered on the 247° True radial of the Santa Barbara omnirange, 10 miles in width at the omnirange station with each

edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Oakland Oceanic Control Area, excluding the portion which overlaps restricted area R-288.

§ 601.1177 Control area extension (Long Beach, Calif.). That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Long Beach, Calif., omnirange station to a circle 5 miles in radius centered at a point at latitude $32^{\circ}09'00''$ N., longitude $119^{\circ}50'30''$ W., to a circle 14 miles in radius centered at a point at latitude $32^{\circ}00'00''$ N., longitude $120^{\circ}00'00''$, thence to a circle 19 miles in radius centered at a point at latitude $31^{\circ}35'30''$ N., longitude $121^{\circ}21'30''$ W., the eastern boundary of the Oakland Oceanic Control Area, excluding the portion below 5,000 feet MSL between a point 63 miles southwest of the Long Beach omnirange station at latitude $33^{\circ}06'50''$ N., longitude $118^{\circ}48'00''$ W. and the eastern boundary of the Oakland Oceanic Control Area.

§ 601.1178 Control area extension (Honolulu, T. H.). All that area within a radius of 25 miles from the Honolulu radio range station extending clockwise from a point 25 miles northeast of the radio range station on Green civil airway No. 9 to a point 25 miles southwest of the radio range station on Green civil airway No. 9.

§ 601.1179 Control area extension (Hilo, T. H.). All that airspace within a radius of 25 miles from the Hilo, T. H., radio range station extending clockwise from a point 25 miles north of the Hilo range station on Amber civil airway No. 12 to a point 25 miles east of the Hilo range station on Red civil airway No. 87. The airspace lying east of Hilo bounded by a line beginning at a point at latitude $19^{\circ}39'30''$ N., longitude $154^{\circ}30'20''$ W., thence extending clockwise along the arc of a circle centered at a point at latitude $19^{\circ}39'30''$ N., longitude $154^{\circ}46'00''$ W., to a point at latitude $19^{\circ}25'30''$ N., longitude $154^{\circ}41'00''$ W., thence to a point at latitude $19^{\circ}34'00''$ N., longitude $154^{\circ}55'00''$ W., thence to a point at latitude $19^{\circ}39'30''$ N., longitude $154^{\circ}56'00''$ W., thence to point of beginning.

§ 601.1180 Control area extension (San Antonio, Tex.). All that area within a 60-mile radius of the San Antonio, Tex., radio range station and that airspace northeast of the San Antonio radio range station bounded on the northwest by the Austin, Tex., control area extension, on the northeast by Red civil airway No. 32 and on the south by a straight line between points located at latitude $29^{\circ}48'25''$, longitude $97^{\circ}25'30''$ and latitude $29^{\circ}52'40''$, longitude $97^{\circ}10'25''$ and that airspace east of San Antonio bounded on the south by VOR civil airway No. 198, on the northwest by VOR civil airway No. 222 and on the northeast by VOR civil airway No. 180.

§ 601.1181 Control area extension (Elizabeth City, N. C.). That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Weeksville, N. C. (Navy) radio range station to a circle 10 miles

in radius centered on the intersection of the southeast course of the Weeksville, N. C. (Navy) radio range and the western boundary of the New York Oceanic Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1182 *Control area extension (Enid, Okla.)*. That airspace within a 25-mile radius of the Enid, Okla., Vance AFB nondirectional radio beacon including the airspace within a 25-mile radius of the Vance AFB omnirange station.

§ 601.1183 *Control area extension (Wake Island)*. From the Wake Island non-directional radio beacon extending 5 miles either side of rhumb lines to point 3 nautical miles off the shoreline of the Island of Wake between the following points: Wake-Honolulu; Wake-Tokyo; Wake-Guam; Wake-Midway.

§ 601.1184 *Control area extension (Douglas, Ariz.)*. Within 5 miles either side of the 131° and 311° True radials of the Douglas omnirange extending from the United States-Mexican Border to a point 15 miles northwest of the omnirange station.

§ 601.1185 *Control area extension (Utah Lake, Utah)*. Within 5 miles either side of the 125° True radial of the Utah Lake omnirange extending from the omnirange station to a point 25 miles southeast.

§ 601.1186 *Control area extension (Tucson, Ariz.)*. Within 5 miles either side of the west course of the Tucson radio range extending from the radio range station to a point 25 miles west and the airspace south of Tucson bounded on the north by Green civil airway No. 5, on the northeast by VOR civil airway No. 66, and on the west and south by VOR civil airway No. 202, excluding the portion which overlaps the Sahuarita restricted area R-310 and the airspace in the southwest quadrant of the Tucson radio range lying within a 30-mile radius of the radio range station.

§ 601.1187 *Control area extension (Jackson, Mich.)*. Within 5 miles either side of a 313° True bearing extending from the Jackson, Mich., nondirectional radio beacon to a point 25 miles northwest.

§ 601.1188 *Control area extension (Milwaukee, Wis.)*. The airspace within a 20-mile radius of General Mitchell Field, including the airspace south of Milwaukee bounded on the northeast and east by VOR civil airway No. 217, on the south by VOR civil airway No. 172 and on the west by VOR civil airway No. 9.

§ 601.1189 *Control area extension (Daggett, Calif.)*. From the Daggett, Calif., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station.

§ 601.1190 *Control area extension (Fairfield, Calif.)*. All that area northeast of the Fairfield, Calif., Travis AFB radio range station bounded on the west by Blue civil airway No. 7, on the northeast by Amber civil airway No. 1 and on

the southeast by Amber civil airway No. 8, and all that area west of the Travis AFB radio range station bounded on the southwest by Blue civil airway No. 54, on the south by Amber civil airway No. 8, on the east by Blue civil airway No. 7, on the north by a line between points at latitude 38°21'30", longitude 121°57'00" and latitude 38°08'30", longitude 122°33'10", and on the west by longitude 122°33'10".

§ 601.1191 *Control area extension (Thermal, Calif.)*. Within 5 miles either side of the 80° True radial of the Thermal omnirange extending from the omnirange station to the Hayfield Lake, Calif., nondirectional radio beacon.

§ 601.1192 *Control area extension (Merced, Calif.)*. That airspace in the vicinity of Castle AFB, Merced, Calif., bounded on the east by Amber civil airway No. 1, on the south by Blue civil airway No. 10, on the west by Blue civil airway No. 14, and on the north by the 15-mile radius circular control area centered at the Modesto, Calif., omnirange station.

§ 601.1193 *Control area extension (Monterey, Calif.)*. The area bounded by a line 5 miles southeast of and parallel to the 229° True radial of the Salinas VOR radio range extending from the western boundary of VOR civil airway No. 27 to a point at latitude 36°27'30" N., longitude 121°52'30" W.; thence to a point 3 nautical miles offshore and 5 statute miles southeast of the southwest course of the Moffett, Calif., NAS radio range; thence in a northeasterly direction parallel to the southwest course of the Moffett NAS radio range to the western boundary of VOR civil airway No. 27; thence southeasterly along the western boundary of VOR civil airway No. 27 to the point of beginning, excluding the area below 3000 feet within the boundaries of the Fort Ord restricted area.

§ 601.1194 *Control area extension (Sacramento, Calif.)*. That airspace within a 50-mile radius of Mather Air Force Base lying in the east quadrant of the Sacramento radio range bounded on the northwest by Green civil airway No. 3 and on the southwest by Amber civil airway No. 1; that airspace north of Sacramento bounded on the north by Red civil airway No. 76, on the southeast by Green civil airway No. 3 and on the southwest by Amber civil airway No. 1, and the airspace bounded on the south by Red civil airway No. 76, on the west by longitude 121°30'00", on the north by latitude 39°09'00" and on the east by longitude 121°20'00".

§ 601.1195 *Control area extension (San Angelo, Tex.)*. That airspace within a 35-mile radius of the San Angelo, Tex., omnirange station.

§ 601.1196 *Control area extension (Yuma, Ariz.)*. From the Yuma, Ariz., radio range station extending 5 miles either side of the south course of the radio range to a point 15 miles south of the radio range station.

§ 601.1197 *Control area extension (Dubois, Idaho)*. From the Dubois, Idaho, radio range station extending 5 miles either side of the east course of the

Dubois radio range to its intersection with the northeast course of the Idaho Falls, Idaho, radio range.

§ 601.1198 *Control area extension (Idaho Falls, Idaho)*. From the Idaho Falls, Idaho, radio range station extending 5 miles either side of the northwest course of the radio range to its intersection with Blue civil airway No. 51, and extending 5 miles either side of the northeast course of the radio range to its intersection with the east course of the Dubois, Idaho, radio range.

§ 601.1199 *Control area extension (St. Cloud, Minn.)*. That airspace within 5 miles either side of a line bearing 57° True from the St. Cloud Airport extending from the airport to a point 20 miles northeast.

§ 601.1200 *Control area extension (Columbia, S. C.)*. From the Columbia Airport extending 5 miles either side of the center line of the northeast-southwest runway to a point 30 miles southwest of the airport and the airspace south of Columbia bounded on the northeast by VOR civil airway No. 53, on the southwest by VOR civil airway No. 18 and on the northwest by Red civil airway No. 16, and the airspace southeast of Columbia bounded on the north by Red civil airway No. 16, on the east by Amber civil airway No. 7, and on the southwest by VOR civil airway No. 53, excluding the portion below 26,000 feet MSL between sunrise and sunset which overlaps restricted area (R-384).

§ 601.1201 *Control area extension (Saginaw, Mich.)*. From the Saginaw, Mich., non-directional radio beacon extending 5 miles either side of a track 347° True to a point 25 miles northwest of the non-directional radio beacon.

§ 601.1202 *Control area extension (Tucumcari, N. Mex.)*. From the Tucumcari, N. Mex., radio range station extending 5 miles either side of the north and south courses of the radio range to points 25 miles north and south of the radio range station.

§ 601.1203 *Control area extension (Montague, Calif.)*. Within 5 miles either side of a line bearing 179° True extending from the Montague nondirectional radio beacon to a point 10 miles south.

§ 601.1204 *Control area extension (Zuni, N. Mex.)*. From the Zuni, N. Mex., radio range station extending 5 miles either side of the south course of the radio range to a point 25 miles south of the radio range station.

§ 601.1205 *Control area extension (Albuquerque, N. Mex.)*. That airspace within a 40-nautical-mile radius of the Albuquerque omnirange range station lying north of VOR civil airway No. 12; that airspace lying southwest of Albuquerque bounded on the north by VOR civil airway No. 12, on the east by VOR civil airway No. 19, and on the southwest by VOR civil airway No. 192, excluding the portion which conflicts with restricted area R-313.

§ 601.1206 *Control area extension (Midland, Tex.)*. That airspace within a 25-mile radius of the Midland radio

range station; that airspace within 5 miles either side of the Midland ILS localizer southwest course extending from the localizer to lat. $31^{\circ}30'00''$, and that airspace between the Midland, Tex., and El Paso, Tex., radio range stations bounded on the north by Green 5 and on the southwest, south and southeast by VOR civil airway No. 66; that airspace within 5 miles either side of the 146° True radial of the Midland omnirange extending from the omnirange station to a point 55 miles southeast.

§ 601.1207 *Control area extension (Carlsbad, N. Mex.)*. Within 5 miles either side of the 165° True radial of the Carlsbad omnirange extending from the omnirange station to VOR civil airway No. 16N.

§ 601.1208 *Control area extension (Salt Flat, Tex.)*. From the Salt Flat, Tex., radio range station extending 5 miles either side of the north course of the radio range to a point 15 miles north of the radio range station.

§ 601.1209 *Control area extension (Columbus, N. Mex.)*. From the Columbus, N. Mex., radio range station extending 5 miles either side of the north course of the radio range to a point 25 miles north of the radio range station.

§ 601.1210 *Control area extension (Olathe, Kans.)*. That airspace not presently controlled bounded on the northwest by a line extending from the St. Joseph, Mo., omnirange station to a point at latitude $39^{\circ}26'00''$, longitude $96^{\circ}25'00''$, on the west by a line extending from that point to the Emporia, Kans., omnirange station and by the eastern edge of the Wichita, Kans., control area extension, on the south by the northern edge of Red civil airway No. 105 to the eastern edge of Amber civil airway No. 4, thence north along the eastern edge of Amber 4 to latitude $38^{\circ}12'00''$, thence east along latitude $38^{\circ}12'00''$ to the western edge of VOR civil airway No. 205, thence north along the western edge of VOR civil airway No. 205 to the Kansas City, Mo., omnirange station, thence north along the western edge of VOR civil airway No. 15 to the St. Joseph, Mo., omnirange station.

§ 601.1211 *Control area extension (Dallas, Tex.)*. All that area southeast of the Dallas, Tex., nondirectional radio beacon bounded on the west by Blue civil airway No. 5, on the north by Red civil airway No. 10, on the east by a line beginning at Lat. $32^{\circ}42'15''$, Long. $96^{\circ}21'15''$ and extending via Lat. $32^{\circ}17'00''$, Long. $96^{\circ}25'00''$ to the Waco, Tex., radio range station.

§ 601.1212 *Control area extension (White Sulphur Springs, W. Va.)*. That airspace within 5 miles either side of lines bearing 227° True and 47° True from the Greenbrier Airport extending from Red civil airway No. 37 on the southwest to a point 10 miles northeast of the airport.

§ 601.1213 *Control area extension (Chatsworth, Calif.)*. All that area bounded on the northwest by Green civil airway No. 4, on the east by Amber civil airway No. 1, and on the south by Red civil airway No. 90.

§ 601.1214 *Control area extension (Brownsville, Tex.)*. All that area either side of a rhumb line between the Brownsville, Tex., radio range station and the Tampa, Fla., radio range station extending 5 miles on either side of such line from the Brownsville, Tex., radio range station to the coastline, excluding the portion lying within the Territory of Mexico, thence diverging at an angle of 15° on the north side and bounded on the south side by the northern boundary of the Mexico Oceanic Control Area to the western boundary of the New Orleans Oceanic Control Area excluding that portion below 2,500 feet between the United States shoreline and the New Orleans Oceanic Control Area.

§ 601.1215 *Control area extension (Galveston, Tex.)*. All that area extending from the Houston, Tex., control area to the New Orleans Oceanic Control Area, bounded on the west by a line from lat. $29^{\circ}04'40''$, long. $95^{\circ}00'00''$, to lat. $28^{\circ}02'20''$, long. $94^{\circ}20'00''$, and bounded on the east by a line from lat. $29^{\circ}16'00''$, long. $94^{\circ}43'15''$ to lat. $28^{\circ}15'00''$, long. $92^{\circ}42'00''$ excluding that portion below 2,500 feet between the United States shoreline and the New Orleans Oceanic Control Area.

§ 601.1216 *Control area extension (New Orleans, La.)*. All that airspace from the United States shoreline to the New Orleans Oceanic Control Area bounded on the north by a direct line from the Belle Chasse, La., nondirectional radio beacon to a point coinciding with the northernmost limit of the New Orleans Oceanic Control Area at Lat. $29^{\circ}25'00''$, Long. $87^{\circ}00'00''$, on the southeast and south by the New Orleans Oceanic Control Area, on the west by Long. $90^{\circ}15'00''$ and on the northwest by the New Orleans domestic control area extension, excluding the portion below 2,500 feet between the United States shoreline and the New Orleans Oceanic Control Area.

§ 601.1217 *Control area extension (Kodiak, Alaska)*. That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Kodiak, Alaska, radio range station to the circumference of a circle 10 miles in radius centered at the point of intersection of a line bearing 107° True from the Kodiak radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

§ 601.1218 *Control area extension (Homer, Alaska)*. That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Homer, Alaska, radio range station to the circumference of a circle 10 miles in radius centered at the point of intersection of a line bearing 118° True from the Homer radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

§ 601.1219 *Control area extension (Pensacola, Saufley Field, Ala.)*. Within a 25-mile radius of Saufley Field, Pensacola, Fla., excluding the portions which overlap Restricted and Warning Areas.

§ 601.1220 *Control area extension (Johnstown, Pa.)*. From the Johnstown, Pa., non-directional radio beacon extending 5 miles either side of a bearing 219° True from the non-directional radio beacon to Red civil airway No. 20.

§ 601.1221 *Control area extension (Dothan, Ala.)*. From the Dothan, Ala., radio range station extending 5 miles either side of the northeast course of the radio range to a point 25 miles northeast of the radio range station, excluding the portion above 19,000 feet which lies within the Tyndall AFB restricted area (R-336), between sunset and sunrise.

§ 601.1222 *Control area extension (Pine Bluff, Ark.)*. Within 5 miles either side of the 20° True and 200° True radials of the Pine Bluff, Ark., omnirange extending from Green civil airway No. 5 on the northeast to a point 25 miles southwest of the omnirange station and within 5 miles either side of the 7° True and 187° True radials of the Pine Bluff omnirange extending from the omnirange station to points 20 miles north and south.

§ 601.1223 *Control area extension (Miramar, Calif.)*. That airspace bounded on the north by Red civil airway No. 65, on the east by Blue civil airway No. 14, on the south by Red civil airway No. 9 and on the west by Amber civil airway No. 1. The airspace east of Miramar bounded on the south by Red civil airway No. 9, on the west by Blue civil airway No. 14, on the northwest by Red civil airway No. 65 and on the east by longitude $116^{\circ}05'00''$.

§ 601.1224 *Control area extension (Philipsburg, Pa.)*. All that area within a 15-mile radius of the Philipsburg, Pa., omnirange station.

§ 601.1225 *Control area extension (Erie, Pa.)*. All that area within a 15-mile radius of the Erie, Pa., omnirange station.

§ 601.1226 *Control area extension (Tampa, Fla.)*. That area within tangent line of a circle 5 miles in radius centered on the Egmont Key, Fla., non-directional radio beacon and a circle 10 miles in radius centered on the intersection of the eastern boundary of the New Orleans Oceanic Control Area and a rhumb line between the Egmont Key nondirectional radio beacon and the South Pass West Jetty, La., nondirectional beacon, excluding the portion below 2,000 feet MSL which lies outside the continental limits of the United States.

§ 601.1227 *Control area extension (Lovelock, Nev.)*. From the Lovelock, Nev., omnirange station extending 5 miles either side of the 18° True radial of the omnirange to a point 15 miles north, and extending 5 miles either side of the 198° True radial of the omnirange to Green civil airway No. 3.

§ 601.1228 *Control area extension (Tampa, Fla.)*. All that area 5 miles either side of a straight line from the Tampa, Fla., radio range station to the Key West, Fla., radio range station, excluding that portion below 2,000 feet which lies outside the continental limits of the United States, and excluding the

portion which overlaps Airspace Warning Areas (W-173) and (W-174). The portion of this control area above 20,000 feet mean sea level lying between north latitude 24°50'00" and the southern boundary of the Miami Control area extension No. 1230 is excluded.

§ 601.1229 *Control area extension (Atterbury, Ind.)*. That airspace bounded on the south by Lat. 39°10'00", on the west by Long. 86°00'00" and on the east and northeast by VOR civil airway No. 51, excluding the portion which overlaps Atterbury restricted area (R-65).

§ 601.1230 *Control area extension (Miami, Fla.)*. That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Tamiami, Fla., nondirectional radio beacon to a circle 10 miles in radius centered on the intersection of a line bearing 276° True from the Tamiami nondirectional radio beacon and the eastern boundary of the New Orleans Oceanic control area, excluding the portion which lies within Sarasota warning area (W-168) and excluding the portion below 2,000 feet MSL which lies outside the continental limits of the United States.

§ 601.1231 *Control area extension (Newport, Vt.)*. That airspace over United States territory within 5 miles either side of a 32° True bearing extending from the Newport, Vt., nondirectional radio beacon to a point 10 miles northeast.

§ 601.1232 *Control area extension (Miami, Fla.)*. That airspace bounded by a line beginning on the eastern edge of Amber civil airway No. 7 at latitude 25°53'00", extending easterly to the western boundary of the Miami Oceanic/Nassau Control Area at latitude 25°55'00", longitude 79°00'00", thence due south along that boundary to latitude 24°40'00", longitude 79°00'00", thence southeasterly to latitude 24°00'00", longitude 78°03'00", thence due west to latitude 24°00'00", longitude 80°25'00", thence due north to the eastern edge of Amber civil airway No. 7, thence along Amber civil airway No. 7 to latitude 25°53'00" point of beginning, excluding the portion below 1000 ft. MSL which lies outside the continental limits of the United States.

§ 601.1233 *Control area extension (Key West, Fla.)*. From the Key West, Fla., radio range station to the northern boundary of the Havana, Cuba, Control Area, extending 5 miles either side of a rhumb line between the Key West, Fla., radio range station and the Rancho Boyeros, Havana, Cuba, non-directional radio beacon, excluding the portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1234 *Control area extension (Marathon, Fla.)*. Within 5 miles either side of a line bearing 219° True extending from the Marathon, Fla., nondirectional radio beacon to the northern boundary of the Havana, Cuba, Control Area excluding the portion below 2,000 ft. between Amber civil airway No. 7 and the Havana Control Area boundary, and

within 5 miles either side of a direct line extending from the Marathon, Fla., non-directional radio beacon to the Tamiami, Fla., nondirectional radio beacon.

§ 601.1235 *Control area extension (West Palm Beach, Fla.)*. From the West Palm Beach, Fla., radio range station extending 5 miles either side of the east course of the West Palm Beach, Fla., radio range to its intersection with the western boundary of the Miami Oceanic/Nassau Control Area, excluding the portion below 2,000 feet outside the continental limits of the United States and excluding the portion which overlaps Airspace Warning Areas.

§ 601.1236 *Control area extension (Seattle (Clear Lake), Wash.)*. All that airspace bounded by a line beginning on the eastern edge of VOR civil airway No. 23 at Lat. 48°32'00", thence due east to Long. 122°14'00", thence clockwise along the arc of a circle 5 miles in radius centered at Lat. 48°27'30", Long. 122°14'00", to Lat. 48°28'25", Long. 122°07'40", thence southeast to Lat. 48°12'30", Long. 122°03'05", thence southwest to a point on the eastern edge of Green civil airway No. 10 at Lat. 47°59'00", thence northerly along the eastern edge of Green civil airway No. 10 and VOR civil airway No. 23 to point of beginning.

§ 601.1237 *Control area extension (Waco, Tex.)*. That airspace in the west quadrant of the Waco radio range lying within a 40-nautical mile radius of the radio range station extending clockwise from Amber civil airway No. 4 to Blue civil airway No. 70 excluding the portion which overlaps restricted areas R-219 and R-343.

§ 601.1238 *Control area extension (Amarillo, Tex.)*. All that airspace within a 50-mile radius of the Amarillo radio range station.

§ 601.1239 *Control area extension (Lubbock, Tex.)*. All that airspace within a 25-mile radius of the Lubbock radio range station in the southwest, northwest, and northeast quadrants of the radio range and within a 40-mile radius of the radio range station in the southeast quadrant of the radio range.

§ 601.1240 *Control area extension (Tyler, Tex.)*. All that airspace within a 25-mile radius of the Tyler, Tex., non-directional radio beacon including the area between the Dallas, Tex., radio range station and the Shreveport, La., radio range station bounded on the north by Red 10, on the south by Red 68 and on the west by Blue 5.

§ 601.1241 *Control area extension (Tulsa, Okla.)*. That airspace within a 25-mile radius of the Tulsa, Okla., radio range station; that airspace southwest of Tulsa bounded on the northwest by VOR civil airway No. 14, on the southeast by VOR civil airway No. 15 and on the southwest by VOR civil airway No. 163; that airspace south of Tulsa bounded on the west and northwest by VOR civil airway No. 15E; on the east and southeast by lines 5 miles east of and parallel to the 008° True radial of the McAlester, Okla., omnirange extending from southern boundary of VOR civil airway No. 74 to the McAlester

omnirange station, on the east and southeast by a line 5 miles east of and parallel to a direct line extending between the McAlester omnirange station and the Dallas, Tex., omnirange station, and on the south by the Sherman, Tex., Perrin AFB control area extension No. 1330.

§ 601.1242 *Control area extension (Stockton, Calif.)*. All that area within a 15-mile radius of the Modesto, Calif., omnirange station; all that area southwest of the Stockton, Calif., radio range station bounded on the west by Blue civil airway No. 7, on the north by Red civil airway No. 60, on the east by Blue civil airway No. 14 and on the south by the northern boundary of the Vernalis restricted area; all that area northwest of the Stockton, Calif., radio range station bounded on the south by Red civil airway No. 60, on the west by Blue civil airway No. 7, on the northwest by Green civil airway No. 3, on the east by Amber civil airway No. 1 and Blue civil airway No. 14.

§ 601.1243 *Control area extension (La Crosse, Wis.)*. Within a 25-mile radius of the La Crosse Airport from Green civil airway No. 2 on the southeast course of the La Crosse radio range extending clockwise to Red civil airway No. 36, and all that area within a 15-mile radius of the La Crosse omnirange station.

§ 601.1244 *Control area extension (Terre Haute, Ind.)*. Within 5 miles either side of the 2° True radial of the Terre Haute omnirange station extending from the omnirange station to a point 25 miles north, including all that area within a 15 mile radius of the Terre Haute omnirange station.

§ 601.1245 *Control area extension (Port Allen, Kauai, T. H.)*. The airspace lying northeast of Port Allen bounded on the south by Red civil airway No. 87, on the west by longitude 159°30'00" W., and on the northeast by the arc of a circle 25 statute miles in radius centered at latitude 21°58'07" N., longitude 159°20'27" W.

§ 601.1246 *Control area extension (Evansville, Ind.)*. All that area within a 15-mile radius of the Evansville omnirange station excluding the portion which overlaps danger areas, and the area within 5 miles either side of a line bearing 37° True extending from the Evansville outer marker to a point 25 miles northeast of the outer marker.

§ 601.1247 *Control area extension (Las Vegas, Nev.)*. That airspace bounded on the northwest by Amber civil airway No. 2, on the northeast by Red civil airway No. 15, on the east by Blue civil airway No. 67, and on the south by a line 5 miles south of and parallel to a track of 86° True from the Good Springs, Nev., non-directional radio beacon, and that airspace within 5 miles either side of a line extending from the intersection of the Mormon Mesa, Nev., omnirange 184° True radial and the Las Vegas, Nev., omnirange 86° True radial to the intersection of the southeast course of the Las Vegas, Nev., radio range with the north course of the Needles, Calif., radio range.

§ 601.1248 *Control area extension (Richmond, Va.)*. That airspace within a 25-mile radius of the Richmond, Va., radio range station, bounded on the southeast by the Norfolk control area extension.

§ 601.1249 *Control area extension (Aberdeen, S. Dak.)*. All that area within a 15-mile radius of the Aberdeen omnirange station.

§ 601.1250 *Control area extension (Jamestown, N. Dak.)*. All that area within a 15-mile radius of the Jamestown omnirange station including the area within 5 miles either side of the 191° True radial of the omnirange extending from the omnirange station to a point 25 miles south.

§ 601.1251 *Control area extension (Mansfield, Ohio)*. All that area within a 15-mile radius of the Mansfield omnirange station including the area within 5 miles either side of the 130° True radial of the omnirange extending from the omnirange station to a point 25 miles southeast including all that area west of the Mansfield omnirange station bounded on the southeast by VOR civil airway No. 246, on the southwest by Red civil airway No. 55 and on the north by Red civil airway No. 17.

§ 601.1252 *Control area extension (Janesville, Wis.)*. All that area within a 15-mile radius of the Janesville omnirange station.

§ 601.1253 *Control area extension (Bradford, Ill.)*. All that area within a 15-mile radius of the Bradford omnirange station.

§ 601.1254 *Control area extension (Pontiac, Ill.)*. All that area within a 15-mile radius of the Pontiac omnirange station.

§ 601.1255 *Control area extension (Findlay, Ohio)*. All that area within a 15-mile radius of the Findlay omnirange station.

§ 601.1256 *Control area extension (Pittsburgh, Pa.)*. All that airspace within a 35-mile radius of the Pittsburgh, Pa., radio range station.

§ 601.1257 *Control area extension (Goshen, Ind.)*. That airspace within a 15-mile radius of the Goshen omnirange station, and the airspace northeast of the omnirange station bounded on the west by Blue civil airway No. 3, on the north by Red civil airway No. 12, on the northeast by Red civil airway No. 57, and on the south by Green civil airway No. 3.

§ 601.1258 *Control area extension (Lafayette, Ind.)*. That airspace within 5 miles either side of a line bearing 247° True extending from Purdue University Airport, West Lafayette, Ind., to Blue civil airway No. 34.

§ 601.1259 *Control area extension (Huron, S. Dak.)*. All that area within a 15-mile radius of the Huron omnirange station.

§ 601.1260 *Control area extension (Altus, Okla.)*. That airspace within a 35-statute-mile radius of the Altus Air Force Base including the airspace bounded on the northwest by VOR civil airway

No. 14, on the east by VOR civil airway No. 77 and on the south by VOR civil airway No. 114, excluding the airspace which overlaps Fort Sill restricted area (R-208), including the airspace north of Altus AFB bounded on the west by Long. 99°38'00", on the northeast by VOR civil airway No. 17 and on the southeast by VOR civil airway No. 14.

§ 601.1261 *Control area extension (Lansing, Mich.)*. All that area within a 15-mile radius of the Lansing omnirange station including the area within 5 miles either side of the 232° True radial of the omnirange extending from the omnirange station to a point 25 miles southwest, and within 5 miles either side of the northwest course of the Lansing radio range extending from the radio range station to Blue civil airway No. 42. The airspace south of Lansing bounded on the south by VOR civil airway No. 100, on the northwest by VOR civil airway No. 218, and on the northeast by VOR civil airway No. 45.

§ 601.1262 *Control area extension (Mason City, Iowa)*. All that area within a 15-mile radius of the Mason City omnirange station.

§ 601.1263 *Control area extension (Rochester, Minn.)*. That airspace within a 15-mile radius of the Rochester, Minn., omnirange station.

§ 601.1264 *Control area extension (Dyersburg, Tenn.)*. Within 5 miles either side of a line bearing 95° True and 275° True extending from the Dyersburg non-directional radio beacon to points 20 miles east and west and within 5 miles either side of the 78° True and 258° True radials of the Dyersburg omnirange extending from the omnirange station to points 20 miles northeast and southwest.

§ 601.1265 *Control area extension (Edenton, N. C.)*. That airspace bounded on the west by Amber civil airway No. 9, on the north by the Norfolk, Va., control area extension (§ 601.1149), on the northeast by Red civil airway No. 34 and the Elizabeth City, N. C., control area extension (§ 601.1181), on the southeast by the northwest shore of Pamlico Sound, and on the south by the Cherry Point restricted area (R-123), excluding the portions which overlap Albemarle Sound restricted areas R-1, R-2, R-3, R-6, R-7, R-8 and R-9.

§ 601.1266 *Control area extension (Litchfield, Mich.)*. That airspace within a 15-mile radius of the Litchfield, Mich., omnirange station and the airspace southeast of the omnirange station bounded on the north by VOR civil airway No. 10, on the northeast by VOR civil airway No. 47, on the southeast by VOR civil airway No. 98 and on the southwest by VOR civil airway No. 30.

§ 601.1267 *Control area extension (Springfield, Ill.)*. The airspace within a 15-mile radius of Springfield omnirange station extending clockwise from the centerline of VOR civil airway No. 233 north of Springfield to the centerline of VOR civil airway No. 50 west of Springfield, and within a 25-mile radius of the omnirange station extending clockwise from the centerline of VOR civil airway No. 50 west of Springfield to

the centerline of VOR civil airway No. 233 north of Springfield, Ill.

§ 601.1268 *Control area extension (Sioux Falls, S. Dak.)*. That airspace southeast of Sioux Falls within a 15-mile radius of the Sioux Falls omnirange station extending clockwise from the southern boundary of VOR civil airway No. 80 to the eastern boundary of VOR civil airway No. 15; that airspace within a 23-mile radius of the Sioux Falls omnirange station extending from the western boundary of VOR civil airway No. 15 south of Sioux Falls thence clockwise to the northern boundary of VOR civil airway No. 80.

§ 601.1269 *Control area extension (Watertown, S. Dak.)*. That airspace within a 15-mile radius of the Watertown omnirange station and within 5 miles either side of the 6° True radial of the omnirange extending from the omnirange station to a point 25 miles north of the omnirange station.

§ 601.1270 *Control area extension (Harrisburg, Pa.)*. All that area within a 15-mile radius of the Harrisburg omnirange station.

§ 601.1271 *Control area extension (Front Royal, Va.)*. All that area within a 15-mile radius of the Front Royal omnirange station.

§ 601.1272 *Control area extension (Baltimore, Md.)*. All that area within a 15-mile radius of the Baltimore omnirange station, excluding the portion which overlaps restricted areas.

§ 601.1273 *Control area extension (Syracuse, N. Y.)*. All that area within a 15-mile radius of the Syracuse omnirange station.

§ 601.1274 *Control area extension (Niagara Falls, N. Y.)*. All that area within 5 miles either side of a direct line extending from the Niagara Falls ILS outer marker to the Dunkirk, N. Y., non-directional radio beacon, excluding the portion which lies outside the continental United States.

§ 601.1275 *Control area extension (Fairbanks, Alaska)*. The airspace within a 25-mile radius of Ladd Air Force Base, within 5 miles either side of the east course of the Fairbanks radio range extending to a point 25 miles east of the Chena, Alaska, nondirectional beacon, and the airspace within 15 miles on the southwest side of the centerline of Amber civil airway No. 2 extending from the Big Delta, Alaska, radio range station to the Fairbanks 25-mile radius control area extension, excluding the portion which lies within and overlaps Big Delta restricted area R-346.

§ 601.1276 *Control area extension (Cheyenne, Wyo.)*. All that area within a 25-mile radius of the Cheyenne, Wyo., radio range station in the southeast quadrant of the radio range and all that area within 5 miles either side of the 32° True radial of the Cheyenne, Wyo., omnirange station from the omnirange station extending to a point 25 miles northeast.

§ 601.1277 *Control area extension (Denver, Colo.)*. That airspace within

5 miles either side of a line bearing 174° True extending from the Aurora non-directional radio beacon to a point 25 miles south; that airspace northeast of Denver bounded on the east and north-east by VOR civil airway No. 19, on the southeast by VOR civil airway No. 160 and on the west by VOR civil airway No. 89; that airspace southeast of Denver bounded on the northeast by VOR civil airway No. 4, on the east by VOR civil airway No. 19, on the southwest by the Colorado Springs, Colo., control area extension, and on the west by Amber civil airway No. 3, excluding the portion which overlaps restricted area (R-195).

§ 601.1278 *Control area extension (Des Moines, Iowa).* All that area within a 25-mile radius of the Des Moines, Iowa, radio range station in the northwest and northeast quadrants of the radio range.

§ 601.1279 *Control area extension (Rapid City, S. Dak.).* All that area within a 25-mile radius of the Rapid City, S. Dak., radio range station in the northwest, northeast and southeast quadrants of the radio range.

§ 601.1280 *Control area extension (Sheridan, Wyo.).* All that area within a 25-mile radius of the Sheridan, Wyo., radio range station in the north and east quadrants of the radio range.

§ 601.1281 *Control area extension (Pueblo, Colo.).* All that area within a 25-mile radius of the Pueblo, Colo., radio range station in the northeast and southeast quadrants of the radio range.

§ 601.1282 *Control area extension (Wichita, Kans.).* All of the airspace bounded on the north by a line 10 miles north of and parallel to the 259° True and 79° True radials of the Emporia, Kans., omnirange, on the east by a line 10 miles east of and parallel to the 209° True and 29° True radials of the Emporia, Kans., omnirange to and along the southern boundary of Red civil airway No. 105 to a point at latitude 37°45'00", longitude 96°04'15", thence direct to latitude 37°22'00", longitude 96°11'00", thence direct to latitude 37°08'30", longitude 96°11'00"; on the south by a line 10 miles south of and parallel to the 85° True and 265° True radials of the Anthony, Kans., omnirange; on the west by a line 10 miles west of and parallel to the 195° and 15° True radials of the Hutchinson, Kans., omnirange; that airspace within 5 miles either side of a direct line extending from the Wichita, Kans., omnirange station to the Tulsa, Okla., omnirange station.

§ 601.1283 *Control area extension (Toledo, Wash.).* Within 5 miles either side of the east course of the Toledo radio range extending from the radio range station to a point 20 miles east and within 5 miles either side of the west course of the radio range extending from the radio range station to a point 25 miles west, excluding the portion which overlaps restricted areas.

§ 601.1284 *Control area extension (Oklahoma City, Okla.).* That airspace within a 25-mile radius of the Oklahoma City radio range station; that airspace

east of Oklahoma City bounded on the northwest by VOR civil airway No. 14 and on the south and southeast by Amber civil airway No. 4; that airspace northeast of Oklahoma City bounded on the west by VOR civil airway No. 77, on the southeast by VOR civil airway No. 14N and on the northeast by VOR civil airway No. 74S.

§ 601.1285 *Control area extension (Shreveport, La.).* All that airspace within a 40-nautical-mile radius of the Barksdale Air Force Base, Shreveport, La., and the airspace between the Shreveport, La., Texarkana, Ark., and Dallas, Tex., radio range stations bounded on the east by Blue civil airway No. 13, on the northwest by Green civil airway No. 5 and on the south by Red civil airway No. 10.

§ 601.1286 *Control area extension (Fort Worth, Tex.).* All that airspace between Waco, Tex., Fort Worth-Dallas, Tex., and Oklahoma City, Okla., bounded on the southeast and east by Blue civil airway No. 5, on the southwest and west by Amber civil airway No. 4 and on the north by the Oklahoma City, Okla., control area extension; all that airspace between Waco, Tex., Fort Worth, Tex., Wichita Falls, Tex., and Abilene, Tex., bounded on the east by Amber civil airway No. 4, on the northeast by Red civil airway No. 10, on the northwest by Blue civil airway No. 6, on the south by Green civil airway No. 5 to Mineral Wells, Tex., thence on the west and southwest by Blue civil airway No. 70, and all that airspace between Fort Worth, Tex., Wichita Falls, Tex., and Oklahoma City, Okla., bounded on the east by Amber civil airway No. 4, on the west by Blue civil airway No. 6, and on the south by Red civil airway No. 10.

§ 601.1287 *Control area extension (Houghton, Mich.).* From the Houghton, Mich., radio range station extending 5 miles either side of the north and south courses of the radio range to points 25 miles north and south of the radio range station.

§ 601.1288 *Control area extension (Sault Ste. Marie, Mich.).* Within 5 miles either side of a bearing 330° True extending from the Kinross Airport through the Kinross outer marker to its intersection with the west course of the Sault Ste. Marie, Mich., radio range, and the airspace southeast of Sault Ste. Marie bounded on the northeast by Red civil airway No. 97 and the United States-Canadian Border, on the south by Lat. 46°09'00", and on the west by Blue civil airway No. 3.

§ 601.1289 *Control area extension (Valparaiso, Fla.).* That airspace bounded by a line beginning at a point at latitude 30°43'00", longitude 86°38'02"; extending to latitude 30°29'01", longitude 86°38'02"; thence to latitude 30°29'01", longitude 86°42'55"; thence to latitude 30°26'40", longitude 86°45'38"; thence to latitude 30°20'30", longitude 86°45'38"; thence to latitude 30°20'59", longitude 86°38'49"; thence to latitude 30°09'41", longitude 86°41'37"; thence to latitude 30°06'56", longitude 86°26'57", thence to latitude 30°25'00",

longitude 86°22'26"; thence to latitude 30°25'00", longitude 86°25'00"; thence to latitude 30°33'00", longitude 86°25'00"; thence to latitude 30°33'09", longitude 86°25'30"; thence to latitude 30°37'00", longitude 86°25'30"; thence to latitude 30°37'00", longitude 86°27'37"; thence to latitude 30°43'10", longitude 86°27'37" thence to point of beginning.

§ 601.1290 *Control area extension (Joplin, Mo.).* That airspace within a 25-mile radius of the Joplin Airport.

§ 601.1291 *Control area extension (Garden City, Kans.).* Within 5 miles either side of the 120° True radial of the Garden City omnirange extending from the omnirange station to a point 25 miles southeast and within 5 miles either side of the north course of the Garden City radio range extending from the radio range station to a point 25 miles north.

§ 601.1292 *Control area extension (Manakin, Va.).* All that area within 5 miles either side of the northwest course of the Richmond, Va., radio range extending from the intersection of the northwest course of the Richmond, Va., radio range and the southwest course of the Washington, D. C., radio range to a point 15 miles northwest.

§ 601.1293 *Control area extension (Fort Smith, Ark.).* That airspace northeast of Fort Smith within a 25-mile radius of the Fort Smith omnirange station extending clockwise from the eastern boundary of VOR civil airway No. 13 to the northern boundary of VOR civil airway No. 74. That airspace southwest of Fort Smith within a 25 mile radius of the Fort Smith Municipal Airport extending clockwise from the western boundary of Blue civil airway No. 13 to the southern boundary of VOR civil airway No. 74.

§ 601.1294 *Control area extension (Everett, Wash.).* All that airspace bounded on the north by a line 5 miles north of and parallel to the east course of the Everett, Wash., radio range, on the northeast by an arc of a circle 5 miles in radius centered on the intersection of the east course of the Everett, Wash., radio range and the northeast course of the Seattle, Wash., radio range, on the southeast by a line 5 miles southeast of and parallel to the northeast course of the Seattle, Wash., radio range, on the south by Green civil airway No. 2 and on the west by Green civil airway No. 10.

§ 601.1295 *Control area extension (Falmouth, Mass.).* All that area within 5 miles either side of a direct line extending from the Otis Air Force Base, Falmouth, Mass., to the Martha's Vineyard Airport and the area within 5 miles either side of a line bearing 180° True from the Martha's Vineyard Airport extending from the airport to New York control area extension No. 1146, excluding the portion which overlaps restricted areas, and that airspace within a 10-mile radius of Otis Air Force Base and within 5 miles either side of a line bearing 42° True extending from the Otis AFB to the western boundaries of restricted area (R-22) and warning area (W-21) ex-

cluding the portion which overlaps restricted area (R-14).

§ 601.1296 *Control area extension (Nantucket, Mass.)*. That airspace within 5 miles either side of a direct line extending from the Nantucket Consol station (monitor site at latitude 41°15'35", longitude 70°09'19") to the Martha's Vineyard, Mass., nondirectional radio beacon.

§ 601.1297 *Control area extension (Paducah, Ky.)*. All that area within 5 miles either side of a line bearing 220° True extending from the Paducah, Ky., non-directional radio beacon to a point 20 miles southwest.

§ 601.1298 *Control area extension (Promontory Point, Utah)*. That airspace bounded on the north by VOR civil airway No. 6, on the east by VOR civil airway No. 21, on the south by VOR civil airway No. 32 and on the west by a line extending from latitude 40°51'30", longitude 112°56'30", to latitude 41°00'00", longitude 112°56'30" to latitude 41°00'00", longitude 112°45'00" to latitude 41°12'25", longitude 112°45'00".

§ 601.1299 *Control area extension (Valdosta, Ga.)*. All that area bounded on the north by Latitude 32°00'00", on the east by Amber civil airway No. 6, on the south by Red civil airway No. 30, and on the west by Red civil airway No. 16.

§ 601.1300 *Control area extension (Prescott, Ariz.)*. Within 5 miles either side of the northwest course of the Prescott, Ariz., radio range extending from the radio range station to a point 25 miles northwest.

§ 601.1301 *Control area extension (Winslow, Ariz.)*. Within 5 miles either side of the north and south courses of the Winslow radio range extending from the radio range station to points 25 miles north and south, and within 5 miles either side of the 314° and 134° True radials of the Winslow omnirange extending from the omnirange station to points 25 miles northwest and southeast.

§ 601.1302 *Control area extension (Lawton, Okla.)*. All that area bounded on the west by long. 98°30'00", on the north by the Fort Sill, Okla., restricted area, on the southeast by VOR civil airway No. 77, and on the south by VOR civil airway No. 61.

§ 601.1303 *Control area extension (Albany, N. Y.)*. All that area within a 15-mile radius of the Albany, N. Y., omnirange station.

§ 601.1304 *Control area extension (Poughkeepsie, N. Y.)*. All that area within a 15-mile radius of the Poughkeepsie, N. Y., omnirange station.

§ 601.1305 *Control area extension (Wilton, Conn.)*. All that area within a 15-mile radius of the Wilton, Conn., omnirange station.

§ 601.1306 *Control area extension (Mountain Home, Idaho)*. Within 5 miles either side of a direct line extending from the Mountain Home nondirectional radio beacon to the Boise, Idaho, radio range station, and the airspace

within a 35 mile radius of the Mountain Home Air Force Base bounded on the northeast by Green civil airway No. 10, excluding the portion which overlaps restricted area (R-254).

§ 601.1307 *Control area extension (Minchumina, Alaska)*. Within 5 miles either side of the southeast course of the Minchumina radio range extending from the radio range station to a point 25 miles southeast.

§ 601.1308 *Control area extension (Gustavus, Alaska)*. Within 5 miles either side of the northwest course of the Gustavus, Alaska, radio range extending from the radio range station to a point 15 miles northwest.

§ 601.1309 *Control area extension (Kodiak, Alaska)*. Within 5 miles either side of the east course of the Kodiak, Alaska radio range extending from the radio range station to a point 25 miles east.

§ 601.1310 *Control area extension (Anchorage, Alaska)*. That airspace within 5 miles either side of direct lines between the Anchorage, Alaska, radio range station, the intersection of the southeast course of the Anchorage radio range with the northwest course of the Hinchinbrook, Alaska, radio range, the Middleton Island, Alaska, radio range station, and the Sandspit, British Columbia, Canada, radio range station, extending from the Anchorage, Alaska, radio range station to the United States-Canadian Border.

§ 601.1311 *Control area extension (Oscoda, Mich.)*. That airspace within a 30 mile radius of Wurtsmith Air Force Base, Oscoda, Mich., excluding the portions which overlap restricted areas (R-91) and (R-491).

§ 601.1312 *Control area extension (Zanesville, Ohio)*. All that airspace within 5 miles either side of a line bearing 30° True and 210° True from the Zanesville nondirectional beacon extending from Green civil airway No. 4 to a point 20 miles southwest of the Zanesville Municipal Airport.

§ 601.1313 *Control area extension (Sioux City, Iowa)*. All that airspace within a 25-mile radius of the Sioux City omnirange station extending from the 234° True radial clockwise to the western boundary of Amber civil airway No. 4 and within 5 miles either side of a line bearing 136° True from the Sioux City outer compass locator extending from the outer compass locator to a point 25 miles southeast.

§ 601.1314 *Control area extension (Kirksville, Mo.)*. Within 5 miles either side of the 316° True radial of the Kirksville omnirange extending from the omnirange station to a point 25 miles northwest.

§ 601.1315 *Control area extension (Emporia, Kans.)*. Within 5 miles either side of the 134° True and 314° True radials of the Emporia omnirange extending from the omnirange station to points 25 miles southeast and northwest.

§ 601.1316 *Control area extension (La Junta, Colo.)*. All that airspace north-

west of the La Junta radio range station bounded on the northeast by a line 5 miles northeast of and parallel to the northwest course of the La Junta radio range, on the south by VOR civil airway No. 10 and on the west by Amber civil airway No. 3.

§ 601.1317 *Control area extension (Tuscaloosa, Ala.)*. Within 5 miles either side of the 60° True radial of the Tuscaloosa omnirange extending from the omnirange station to a point 20 miles northeast.

§ 601.1318 *Control area extension (Muscle Shoals, Ala.)*. Within 5 miles either side of the 112° True and 292° True radials of the Muscle Shoals omnirange extending from the omnirange station to points 20 miles southeast and northwest.

§ 601.1319 *Control area extension (Key West, Fla.)*. Within 5 miles either side of the 313° True radial of the Key West omnirange extending from the omnirange station to Warning Area W-174 and within 5 miles either side of the west course of the Key West radio range extending from the radio range station to Warning Area W-174.

§ 601.1320 *Control area extension (Cross City, Fla.)*. Within 5 miles either side of the 118° True radial of the Cross City omnirange extending from the omnirange station to a point 20 miles southeast and within 5 miles either side of the 242° True radial of the Cross City omnirange extending from the omnirange station to the eastern boundary of VOR civil airway Nos. 35 and 97.

§ 601.1321 *Control area extension (Brunswick, Ga.)*. That airspace bounded on the north by latitude 31°30'00", on the east by VOR civil airway No. 3 and on the southwest by VOR civil airways Nos. 5 and 51.

§ 601.1322 *Control area extension (Alice, Tex.)*. That airspace within 5 miles either side of a direct line extending from the Alice, Tex., omnirange station to the Cotulla, Tex., omnirange station, and the airspace within a 35 mile radius of the Alice radio range station, excluding the portion which overlaps restricted areas.

§ 601.1323 *Control area extension (Dallas, Tex.) (Dallas-Houston-Austin area.)*. All of the airspace bounded on the east by a line 5 miles east of and parallel to the 133° True radial of the Dallas, Tex., omnirange, the 353° True and 140° True radials of the Leona, Tex., omnirange and the 353° True radial of the Houston, Tex., omnirange and by Red civil airway No. 96, bounded on the southwest by Red civil airway No. 32, on the northwest by Amber civil airway No. 4 to the Waco, Tex., radio range station and by Blue civil airway No. 5 to the Dallas nondirectional radio beacon, and bounded on the north by VOR civil airway No. 16.

§ 601.1324 *Control area extension (Brunswick, Maine)*. That airspace bounded on the west by Amber civil airway No. 7, on the north by Blue civil airway No. 84, on the east by long. 69°15'00", on the south by Warning

Area W-103, on the southwest by a line 5 miles northeast of and parallel to the southeast course of the Portland, Maine, radio range. The portion of this control area which overlaps Brunswick, Maine, caution area (C-516) is excluded.

§ 601.1325 *Control area extension (Tampa, Fla.)*. All that airspace within a radius of 50 statute miles of the Tampa, Fla., radio range station, excluding the portion which overlaps Sarasota warning area (W-168), and including the area bounded on the northeast by a line 5 miles northeast of and parallel to a line extending from the intersection of the north course of the Tampa, Fla., radio range and the southeast course of the Cross City, Fla., radio range to the intersection of the southeast course of the Tampa, Fla., radio range and a line bearing 45° True from the Fort Myers, Fla., nondirectional radio beacon, on the southeast by the Fort Myers, Fla., control area extension, on the west by direct lines extending from the Fort Myers, Fla., nondirectional radio beacon to the Tampa, Fla., omnirange station thence to the point of beginning including the airspace northwest of Tampa bounded on the northeast by VOR civil airway No. 97, on the southwest by Tampa control area extension, 601.1226, and on the northwest by a line 5 miles west of and parallel to the 207° True radial of the Cross City, Fla., omnirange, excluding the airspace below 2,000 feet MSL which lies outside the continental limits of the United States.

§ 601.1326 *Control area extension (Fortuna, Calif.)*. The airspace east of Fortuna lying within a 30 mile radius of the Arcata Airport bounded on the west by VOR civil airway No. 27; the airspace west of Fortuna bounded on the east by VOR civil airway No. 27, on the south by Fortuna control area extension 601.1415, on the west by longitude 124°30'00", and on the north by a line drawn through points at latitude 41°07'45", longitude 124°30'00" and latitude 41°04'30", longitude 124°20'00".

§ 601.1327 *Control area extension (Crescent City, Calif.)*. Within 5 miles either side of the 330° True and 235° True radials of the Crescent City omnirange extending from the omnirange station to points 25 miles northwest and 20 miles SW of the omnirange station.

§ 601.1328 *Control area extension (Oxnard, Calif.)*. All that airspace bounded on the northeast by Amber civil airway No. 8, on the east by Longitude 119°11'30", on the south by a line 2 miles north of and parallel to the Point Magu Warning Area (W-289), on the west by Longitude 120°00'00" and on the northwest by Control Area Extension No. 1176, excluding the airspace below 4000 feet MSL lying within the Santa Cruz Island Warning Area (W-412).

§ 601.1329 *Control area extension (Malden, Mo.)*. Within 5 miles either side of the 120° True and 300° True radials of the Malden, Mo., omnirange extending from the omnirange station to points 25 miles southeast and northwest.

§ 601.1330 *Control area extension (Sherman, Tex.)*. That airspace within

a 70-mile radius of Perrin AFB, Sherman, Tex., bounded on the south by Green civil airway No. 5 and on the west and northwest by VOR civil airway No. 15 including the airspace within a 15-mile radius of Cox Field, Paris, Tex., and the airspace bounded on the east by a line 5 miles east of and parallel to a straight line extending from the Sulphur Springs, Tex., omnirange station to the McAlester, Okla., omnirange station, and on the northwest by the Tulsa, Okla., control area extension.

§ 601.1331 *Control area extension (Tacoma, Wash.)*. That airspace within a 40-nautical-mile radius of McChord Air Force Base excluding the following: the portions which overlap Hood Canal Caution Area (C-243) and VOR civil airway No. 27, the portion which conflicts with Olympic Peninsula restricted area (R-241), the portions below 1,500 feet mean sea level which lie over Fort Lewis restricted area (R-503), below 5,000 feet mean sea level which lie over Fort Lewis restricted area (R-504) and below 14,000 feet mean sea level which lie over Fort Lewis restricted area (R-505).

§ 601.1332 *Control area extension (Santa Maria, Calif.)*. From the intersection of the Paso Robles, Calif., omnirange 169° True radial and the Santa Barbara, Calif., omnirange 304° True radial extending 5 miles either side of the Santa Barbara omnirange 304° True radial to a point 20 miles northwest and extending 5 miles either side of the Paso Robles omnirange 169° True radial to the northern boundary of control area extension No. 1176.

§ 601.1333 *Control area extension (Nome, Alaska)*. Within 5 miles either side of the west and southwest courses of the Nome, Alaska, radio range extending from the radio range station to points 25 miles west and southwest.

§ 601.1334 *Control area extension (Del Rio, Tex.)*. That airspace over United States territory within a 55-mile radius of Laughlin Air Force Base, Del Rio, Tex.

§ 601.1335 *Control area extension (Lafayette, La.)*. Within 5 miles either side of the 352° True radial of the Lafayette omnirange extending from the omnirange station to a point 15 miles north, and within 5 miles either side of a line bearing 7° True from the Lafayette non-directional radio beacon extending from the beacon to a point 15 miles north, and the airspace east of Lafayette bounded on the northwest by Red civil airway No. 96, on the northeast by VOR civil airway No. 114 and on the south by Green civil airway No. 6.

§ 601.1336 *Control area extension (Eau Claire, Wis.)*. That airspace within a 15-mile radius of the Eau Claire omnirange station and within 5 miles either side of the 04° True radial of the omnirange extending from the omnirange station to a point 20 miles north.

§ 601.1337 *Control area extension (Wausau, Wis.)*. That airspace within a 15-mile radius of the Wausau omnirange station including the airspace

southeast of the omnirange station bounded on the northeast by VOR civil airway No. 26S, on the south by lat. 44°30'00", and on the west by a line 5 miles west of and parallel to the 166° True radial of the Wausau omnirange station.

§ 601.1338 *Control area extension (Green Bay, Wis.)*. That airspace within a 15-mile radius of the Green Bay omnirange station and within 5 miles either side of the 322° True radial of the Green Bay omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1339 *Control area extension (Oshkosh, Wis.)*. All that airspace bounded on the east by VOR civil airway No. 7, on the south by the arc of a circle with a radius of 50 miles from the Green Bay, Wis., omnirange station, and on the west by a line 5 miles west of and parallel to the Green Bay omnirange 207° True radial.

§ 601.1340 *Control area extension (Miles City, Mont.)*. Within 5 miles either side of the northwest course of the Miles City, Mont., radio range extending from the radio range station to a point 30 miles northwest.

§ 601.1341 *Control area extension (Dover, Del.)*. That airspace southeast of Dover bounded on the north by Red civil airway No. 77, on the east by Blue civil airway No. 49, on the southeast by VOR civil airway No. 1 and on the west by VOR civil airway No. 29 excluding the portion which overlaps restricted area (R-12) and caution area C-53; that airspace southwest of Dover within a 25-mile radius of the Kenton, Del., omnirange station bounded on the northwest by VOR civil airway No. 16 and on the southeast by Red civil airway No. 77.

§ 601.1342 *Control area extension (Sanford, Fla.)*. That airspace bounded on the north by latitude 29°00'00", on the east by longitude 81°15'00", on the south by latitude 28°30'00", on the west by longitude 82°00'00".

§ 601.1343 *Control area extension (Juneau, Alaska)*. That airspace within a 5-mile radius of the Juneau Airport, within 5 miles either side of direct lines extending from the Juneau Airport via the Mendenhall nondirectional radio beacon to the Sisters Island nondirectional beacon, from the Sisters Island nondirectional radio beacon to the Point Retreat nondirectional radio beacon, from the Point Retreat nondirectional radio beacon to the Juneau Airport and from the Point Retreat nondirectional radio beacon to the Haines, Alaska nondirectional radio beacon.

§ 601.1344 *Control area extension (Laconia, N. H.)*. Within 5 miles either side of a line bearing 244° True from the Laconia, N. H., nondirectional radio beacon extending from the nondirectional radio beacon to Blue civil airway No. 4.

§ 601.1345 *Control area extension (Rockland, Maine)*. Within 5 miles either side of a 195° True bearing extending from the Rockland Airport to a point 10 miles south of the Rockland nondirectional radio beacon.

§ 601.1346 *Control area extension* (Bar Harbor, Maine). Within 5 miles either side of a 21° True bearing extending from the Bar Harbor Airport to a point 10 miles northeast of the Bar Harbor nondirectional radio beacon.

§ 601.1347 *Control area extension* (Colorado Springs, Colo.). That airspace lying east of Amber civil airway No. 3 within a 25-mile radius of Peterson Municipal Airport, Colorado Springs, Colo.

§ 601.1348 *Control area extension* (Twin Falls, Idaho). Within 5 miles either side of the 278° True radial of the Twin Falls omnirange extending from the omnirange station to a point 15 miles west.

§ 601.1349 *Control area extension* (Redmond, Oreg.). Within 5 miles either side of the northwest course of the Redmond radio range extending from the radio range station to a point 17 miles northwest.

§ 601.1350 *Control area extension* (Kodiak, Alaska). Within 5 miles either side of the south course of the Kodiak radio range extending from the radio range station to a point 20 miles south.

§ 601.1351 *Control area extension* (Philadelphia, Pa.). That airspace within a 25 mile radius of the Philadelphia International Airport.

§ 601.1352 *Control area extension* (Sedalia, Mo.). That airspace within a 35-mile radius of Whiteman AFB bounded on the north by VOR civil airway No. 4-S, excluding the portion northwest of Sedalia bounded on the north by VOR civil airway No. 4-S, on the east by Long. 93°45'00", on the south by Lat. 38°45'00" and on the west by the Kansas City control area extension, and excluding the portion northeast of Sedalia bounded on the north by VOR civil airway No. 4-S, on the east by Long. 93°00'00", on the south by Lat. 38°45'00" and on the west by Long. 93°15'00".

§ 601.1353 *Control area extension* (Charleston, W. Va.). That airspace within a 30-mile radius of Kanawha County Airport, Charleston, W. Va.

§ 601.1354 *Control area extension* (Salem, Oreg.). Within 5 miles either side of a line bearing 150° True from the Salem-McNary Airport extending from the airport to a point 25 miles southeast.

§ 601.1355 *Control area extension* (Berlin, N. H.). Within 5 miles either side of a line bearing 334° True extending from the Berlin Airport to a point 10 miles northwest.

§ 601.1356 *Control area extension* (Greenville, Miss.). That airspace within a 25-mile radius of the Greenville, Miss., AFB nondirectional radio beacon.

§ 601.1357 *Control area extension* (Fallon, Nev.). Within a 10-mile radius of the Fallon, Nev., radio range station excluding the portion which overlaps Fallon restricted area (R-268), and within 5 miles either side of the north course of the Fallon radio range extend-

ing from the radio range station to a point 25 miles north.

§ 601.1358 *Control area extension* (Midway Island). All of the airspace from 700 ft. upward within a radius of 100 nautical miles of the Midway Naval Station centered at Lat. 28°12'00" N, Long. 177°22'00" W.

§ 601.1359 *Control area extension* (Childress, Tex.). Within 5 miles either side of the 182° True radial of the Childress omnirange extending from the omnirange station to a point 15 miles south.

§ 601.1360 *Control area extension* (Abilene, Tex.). That airspace within a 35-mile radius of the Abilene omnirange station.

§ 601.1361 *Control area extension* (Cotulla, Tex.). Within 5 miles either side of lines bearing 140° True and 320° True from the Cotulla nondirectional radio beacon extending from VOR civil airway No. 17 to a point 10 miles northwest of the nondirectional radio beacon and within 5 miles either side of the 40° True radial of the Cotulla omnirange extending from the omnirange station to the perimeter of the San Antonio control area extension.

§ 601.1362 *Control area extension* (Dalhart, Tex.). Within 5 miles either side of the 04° True radial of the Dalhart omnirange extending from the omnirange station to a point 10 miles north.

§ 601.1363 *Control area extension* (Lufkin, Tex.). Within 5 miles either side of the 157° True radial of the Lufkin omnirange extending from the omnirange station to a point 10 miles southeast, and within 5 miles either side of a line bearing 304° True extending from the Lufkin nondirectional radio beacon to a point 10 miles northwest.

§ 601.1364 *Control area extension* (Texarkana, Ark.). Within 5 miles either side of the 309° True radial of the Texarkana omnirange extending from the omnirange station to a point 15 miles northwest.

§ 601.1365 *Control area extension* (Walnut Ridge, Ark.). Within 5 miles either side of the 244° True radial of the Walnut Ridge omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.1366 *Control area extension* (Gage, Okla.). Within 5 miles either side of the 299° True radial of the Gage omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1367 *Control area extension* (Wink, Tex.). The airspace southeast of Wink bounded on the east by the Midland, Tex., control area extension, on the southeast by a line drawn through points at latitude 31°30'00", longitude 102°47'00" and latitude 31°24'00", longitude 103°01'40", on the west by VOR civil airway No. 79, and on the northwest by VOR civil airway No. 66; the airspace northwest of Wink bounded on the east by VOR civil airway No. 79, on the south by VOR civil airway No. 16 N, and on the northwest by the arc of a 20-mile radius

circle centered on the Wink omnirange station.

§ 601.1368 *Control area extension* (Greensboro, N. C.). That airspace southeast of Greensboro bounded on the south by Lat. 35°19'00", on the northwest by the Greenville-Charlotte-Greensboro control area extension, on the northeast by Red civil airway No. 104 and on the southeast by a line extending from a point at Lat. 35°32'00", Long. 79°05'20" to a point at Lat. 35°19'00", Long. 79°23'30".

§ 601.1369 *Control area extension* (Myrtle Beach, S. C.). Within a 25-mile radius of the Myrtle Beach Air Force Base, excluding the portion which overlaps warning area W-177 and excluding the portion which overlaps restricted area (R-515).

§ 601.1370 *Control area extension* (Wilmington, N. C.). Within 5 miles either side of a line bearing 337° True extending from the Wilmington nondirectional radio beacon to a point 10 miles northwest and within 5 miles either side of a line bearing 159° True extending from the Wilmington ILS middle marker to a point 15 miles southeast of the middle marker.

§ 601.1371 *Control area extension* (Hyannis, Mass.). Within 2 miles either side of a line bearing 48° True extending from the Barnstable Airport, Hyannis, Mass., to a point 10 miles northeast.

§ 601.1372 *Control area extension* (Los Angeles, Calif.). That airspace bounded by lines extending from a point at the intersection of Amber civil airway No. 8 and longitude 119°03'30", thence south to the intersection of Warning Area W-290 and longitude 119°03'30", thence east and south along the boundary of Warning Area W-290 to latitude 33°24'35", longitude 118°37'00", thence southeast to latitude 33°18'00", longitude 118°28'00", thence east along the north boundary of Warning Area W-291 to latitude 33°10'00", longitude 117°30'00", thence east along latitude 33°10'00" to the United States coastline, thence northward along the coastline to the southern boundary of Amber civil airway No. 8, thence west and northwest to point of beginning.

§ 601.1373 *Control area extension* (Chattanooga, Tenn.). That airspace within a 30-mile radius of the Chattanooga omnirange station.

§ 601.1374 *Control area extension* (Limestone, Maine). That airspace over United States territory within a 40-mile radius of Loring Air Force Base, Limestone, Maine, excluding the portion which overlaps Restricted Area (R-80).

§ 601.1375 *Control area extension* (Manchester, N. H.). That airspace within a 10-mile radius of Grenier Air Force Base, Manchester, N. H.

§ 601.1376 *Control area extension* (Victoria, Tex.). That airspace within a 25-mile radius of Foster Air Force Base, Victoria, Tex., including the airspace south of the Air Force Base bounded on the southwest by the Corpus Christi, Tex., control area extension and on the

southeast by VOR civil airway No. 20. The portion of this control area which overlaps the Foster AFB Restricted Area R-492 is excluded.

§ 601.1377 *Control area extension (Boston, Mass.)*. That airspace north-east of Boston within a 25-mile radius of the Boston radio range station bounded on the west by Amber civil airway No. 7, on the southeast by Boston control area extension No. 1141 and on the south by Red civil airway No. 11; that airspace southeast of Boston within a 25-mile radius of the Boston radio range station bounded on the north by Boston control area extension No. 1142, on the south-west by VOR civil airway No. 141 and on the northwest by Red civil airway No. 21 and that airspace south of Boston within a 25-mile radius of the Boston radio range station bounded on the northeast by VOR civil airway No. 141 and on the west by VOR civil airway No. 139.

§ 601.1378 *Control area extension (Wilmington, Del.)*. That airspace within a 20-mile radius of the New Castle radio range station lying in the southeast and southwest quadrants of the radio range.

§ 601.1379 *Control area extension (Waterloo, Iowa)*. That airspace within a 15-mile radius of the Waterloo Municipal Airport.

§ 601.1380 *Control area extension (Kaneohe, Oahu, T. H.)*. That airspace from 700 feet upward within the following area: From latitude $21^{\circ}35'00''$ N., longitude $157^{\circ}42'00''$ W., to latitude $21^{\circ}36'00''$ N., longitude $157^{\circ}56'00''$ W., to latitude $21^{\circ}38'00''$ N., longitude $158^{\circ}01'00''$ W., to latitude $21^{\circ}48'00''$ N., longitude $158^{\circ}09'30''$ W., thence clockwise along the arc of an 8-nautical-mile radius circle centered at latitude $21^{\circ}49'30''$ N., longitude $158^{\circ}01'00''$ W., to latitude $21^{\circ}57'30''$ N., longitude $158^{\circ}02'00''$ W., to latitude $21^{\circ}54'30''$ N., longitude $157^{\circ}36'00''$ W., thence clockwise along the arc of an 8-nautical-mile radius circle centered at latitude $21^{\circ}46'30''$ N., longitude $157^{\circ}37'00''$ W., to latitude $21^{\circ}41'00''$ N., longitude $157^{\circ}30'30''$ W., thence to point of beginning, excluding that airspace which overlaps warning area W-318 and excluding the airspace below 3,000 feet mean sea level lying within restricted area R-323. The portion of this control area extension which overlaps the Kahuku restricted area R-324 shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 601.1381 *Control area extension (Kwajalein Island)*. All of the airspace from 700 feet upwards within a radius of 100 nautical miles of the Kwajalein nondirectional radio beacon at lat. $8^{\circ}45'00''$ N., long. $167^{\circ}45'00''$ E., extending clockwise from a true bearing of 270° from the nondirectional radio beacon to a true bearing of 180° from the nondirectional radio beacon, and within a radius of 25 nautical miles of the Kwajalein nondirectional radio beacon extending clockwise from a true bearing of 180° from the nondirectional radio beacon to a true bearing of 270° from the nondirectional radio beacon exclud-

ing the portions which overlap Airspace Warning Areas W-448, W-445 and W-450.

§ 601.1382 *Control area extension (Wake Island)*. All of the airspace from 700 feet upwards within a radius of 100 nautical miles centered on the Wake Island nondirectional radio beacon at lat. $19^{\circ}18'00''$ N., long. $166^{\circ}39'00''$ E.

§ 601.1383 *Control area extension (Guam Island)*. All of the airspace from 700 feet upwards within a radius of 100 nautical miles of the Guam radio range station extending clockwise from the west course of the radio range to the southeast course of the radio range and within a radius of 25 nautical miles of the Guam radio range extending clockwise from the southeast course of the radio range to the west course of the radio range, excluding the portions which overlap restricted areas R-474 and R-478 and warning areas W-473, W-475 and W-479.

§ 601.1384 *Control area extension (Hopkinsville, Ky.)*. That airspace in the vicinity of Campbell AFB, Hopkinsville, Ky., bounded on the east by VOR civil airway No. 7, on the south by a line from a point at latitude $36^{\circ}29'40''$, longitude $86^{\circ}50'20''$ to a point at latitude $36^{\circ}16'40''$, longitude $87^{\circ}26'15''$, on the west by the arc of a circle 25 miles in radius centered on the Campbell AFB nondirectional radio beacon clockwise to a point at latitude $36^{\circ}59'20''$, longitude $87^{\circ}33'30''$, thence on the north via a direct line from that point to a point at latitude $37^{\circ}00'20''$, longitude $87^{\circ}04'30''$, excluding the portion which overlaps Campbell Restricted Area R-63.

§ 601.1385 *Control area extension (Rome, N. Y.)*. That airspace within a 40 mile radius of Griffis AFB, Rome, N. Y., bounded on the south by Green civil airway No. 2 and Red civil airway No. 22.

§ 601.1386 *Control area extension (Orlando, Fla.)*. That airspace within 5 miles either side of the 71° True radial of the Orlando omnirange extending from Amber civil airway No. 7 to the Wilmington, N. C. Control area extension (601.1150), excluding the airspace below 14,000 feet mean sea level.

§ 601.1387 *Control area extension (Blytheville, Ark.)*. That airspace northwest of the Blytheville Air Force Base bounded on the east by VOR civil airway No. 9, on the south by VOR civil airway No. 140, on the west by VOR civil airway No. 69, and on the north by a line extending through a point at latitude $36^{\circ}21'00''$, longitude $90^{\circ}04'00''$ and a point at latitude $36^{\circ}32'00''$, longitude $90^{\circ}40'00''$.

§ 601.1388 *Control area extension (Fort Bragg, N. C.)*. Within a 15 mile radius of Pope AFB bounded on the east by VOR civil airway No. 3 and Red civil airway No. 16, excluding the portion which overlaps the Fort Bragg Restricted Area (R-115).

§ 601.1389 *Control area extension (Miami, Fla.)*. Within 5 miles either side of the 023° True radial of the Miami, Fla., omnirange extending from Amber

civil airway No. 7 and VOR civil airway No. 3 via the intersection of the Miami omnirange 023° True radial and the Vero Beach, Fla., omnirange 143° True radial to the intersection of the Vero Beach omnirange 143° True radial with the Wilmington, N. C., control area extension (601.1150). The airspace which lies within Patrick AFB warning area (W-497-B) and Miami warning area (W-171) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 601.1390 *Control area extension (Oahu-Molokai, T. H.)*. All of the airspace from 700 feet upwards bounded by a line extending from lat. $21^{\circ}26'00''$ N., long. $157^{\circ}37'45''$ W., to lat. $21^{\circ}55'00''$ N., long. $156^{\circ}42'45''$ W. to lat. $21^{\circ}09'30''$ N., long. $157^{\circ}27'00''$ W., to lat. $21^{\circ}14'00''$ N., long. $157^{\circ}36'45''$ W. to point of beginning including Hawaiian VOR civil airway No. 7.

§ 601.1391 *Control area extension (Gettysburg, Pa.)*. That airspace within a 5-mile radius of the Gettysburg Airport and within 5 miles either side of the 180° True radial of the Gettysburg terminal omnirange extending from the terminal omnirange station to VOR civil airway No. 223.

§ 601.1392 *Control area extension (Ogden, Utah)*. That airspace north-east of Ogden bounded on the north by Red civil airway No. 108, on the south by Green civil airway No. 3 and on the west by Amber civil airway No. 2.

§ 601.1393 *Control area extension (Roswell, N. Mex.)*. That airspace within 5 miles either side of the 40° True radial of the Roswell omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1394 *Control area extension (Williams, Calif.)*. That airspace south-west of Williams, Calif., bounded on the north by VOR civil airway No. 212, on the east by Blue civil airway No. 10 and on the southwest by VOR civil airway No. 107, and the airspace south of Williams, Calif., bounded on the west by Blue civil airway No. 10, on the east by Blue civil airway No. 7 and on the south-east by the Fairfield, Calif., control area extension.

§ 601.1395 *Control area extension (Plattsburg, N. Y.)*. That airspace within a 25 mile radius of the Plattsburg Air Force Base bounded on the north by VOR civil airway No. 104 and on the east by VOR civil airway No. 91; that airspace south of Plattsburg bounded on the west by VOR civil airway No. 91, on the southeast by Blue civil airway No. 18 and on the northeast by Blue civil airway No. 4; that airspace northeast of Plattsburg bounded on the southeast by Blue civil airway No. 18, on the south-west by Blue civil airway No. 4 and on the north by a direct line extending from a point at latitude $44^{\circ}58'00''$ longitude $73^{\circ}23'50''$ to a point at latitude $45^{\circ}01'00''$, longitude $73^{\circ}06'30''$.

§ 601.1396 *Control area extension (Asheville, N. C.)*. Within 5 miles either side of the 99° True radial of the Asheville omnirange extending from the

omnirange station to a point 15 miles east.

§ 601.1397 *Control area extension (Cordova, Alaska)*. Within 5 miles either side of the southwest course of the Cordova, Alaska, radio range extending from the intersection of the southwest course of the Cordova radio range with the east course of the Hinchinbrook, Alaska, radio range to the intersection of the southwest course of the Cordova radio range with the southwest course of the Hinchinbrook radio range; within 5 miles either side of the southeast course of the Cordova, Alaska radio range extending from the intersection of the southeast course of the Cordova radio range and the east course of the Hinchinbrook, Alaska, radio range to a point 20 miles southeast.

§ 601.1398 *Control area extension (Anchorage, Alaska)*. That airspace within a 25-mile radius of the Anchorage International Airport excluding the portion which overlaps restricted area R-348 and excluding the portion in the south quadrant of the Anchorage radio range between Amber civil airway No. 1 and Red civil airway No. 40.

§ 601.1399 *Control area extension (Clovis, N. Mex.)*. That airspace within a 30-mile radius of the Clovis Air Force Base, excluding the portion which overlaps restricted area (R-185).

§ 601.1400 *Control area extension (King Salmon, Alaska) (King Salmon-Shemya route)*. That airspace within 5 miles either side of a line bearing 263° True from the King Salmon, Alaska, radio range station extending to a point 50 miles west of the King Salmon radio range station.

§ 601.1401 *Control area extension (King Salmon, Alaska) (King Salmon-Adak route)*. That airspace within 5 miles either side of a line bearing 248° True from the King Salmon, Alaska, radio range station extending to a point 50 miles southwest of the King Salmon radio range station.

§ 601.1402 *Control area extension (Middleton Island, Alaska)*. Within 5 miles either side of the northeast and southwest courses of the Middleton Island, Alaska, radio range extending from the radio range station to points 25 miles northeast and southwest.

§ 601.1403 *Control area extension (Yakataga, Alaska)*. Within 5 miles either side of the southwest course of the Yakataga, Alaska, radio range extending from the intersection of the southwest course of the Yakataga radio range and the southeast course of the Hinchinbrook, Alaska, radio range to a point 20 miles southwest; within 5 miles either side of the southeast course of the Yakataga radio range extending from the intersection of the southeast course of the Yakataga radio range and the northwest course of the Yakataga, Alaska, radio range to a point 20 miles Southeast.

§ 601.1404 *Control area extension (Pierre, S. Dak.)*. That airspace within a 25-mile radius of the Pierre, S. Dak., Airport.

§ 601.1405 *Control area extension (Peru, Ind.)*. That airspace within a 25-mile radius of Bunker Hill Air Force Base, Peru, Ind.

§ 601.1406 *Control area extension (Milton, Fla.)*. Within a 5-mile radius of NAAS Whiting (North), Milton, Fla., and within 5 miles either side of the northwest course of the Whiting (Navy) radio range extending from the radio range station to a point 12 miles northwest.

§ 601.1407 *Control area extension (Crestview, Fla.)*. Within 5 miles either side of the 292° True radial of the Crestview, Fla., omnirange extending from the omnirange station to a point 12 miles northwest.

§ 601.1408 *Control area extension (Miami, Fla.)*. That airspace south of Miami bounded on the east by Miami control area extension (§ 601.1232), on the south by Blue civil airway No. 48 and Amber civil airway No. 7, and on the northwest by Blue civil airway No. 19; that airspace southwest of Miami bounded on the north by Blue civil airway No. 3, on the southeast by Blue civil airway No. 19 and on the west by the Marathon control area extension (§ 601.1234).

§ 601.1409 *Control area extension (Huntsville, Ala.)*. Within 5 miles either side of the 341° True and 161° True radials of the Huntsville omnirange extending from the omnirange station to points 15 miles northwest and southeast excluding the portion which overlaps the Redstone Arsenal restricted area (R-112).

§ 601.1410 *Control area extension (Portsmouth, N. H.)*. That airspace within a 10-mile radius of the Pease Air Force Base, Portsmouth, N. H.

§ 601.1411 *Control area extension (Iwo Jima, Volcano Islands)*. All of the airspace from 700 ft. upwards within a radius of 100 nautical miles of the Iwo Jima nondirectional radio beacon located at Lat. 24°47'00" N, Long. 141°18'00" E.

§ 601.1412 *Control area extension (Marysville, Calif.)*. That airspace east of Marysville bounded on the west by VOR civil airway No. 23, on the north by VOR civil airway No. 200, on the south by VOR civil airway No. 212 and on the east by restricted area R-265 and a line extending from a point at latitude 39°15'00", longitude 121°30'00" northward along longitude 121°30'00" to the southern edge of VOR civil airway No. 200; that airspace northeast of Marysville bounded on the south by VOR civil airway No. 200, on the west by VOR civil airway No. 23, on the north by the Red Bluff, Calif., control area extension, and on the east by a line extending from a point at latitude 39°24'00", longitude 121°33'00" via a point at latitude 39°50'00", longitude 121°43'00" to a point at latitude 40°05'20", longitude 121°53'00".

§ 601.1413 *Control area extension (Eniwetok Island)*. All the airspace from 700 feet upwards within a radius of 50 nautical miles of the Eniwetok non-

directional radio beacon at latitude 11°21'00" North, longitude 162°20'00" East.

§ 601.1415 *Control area extension (Fortuna, Calif.)*. That airspace centered on the 270° True radial of the Fortuna omnirange, 10 miles in width at the omnirange station with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Oakland Oceanic Control Area.

§ 601.1416 *Control area extension (Salt Lake City, Utah)*. That airspace southwest of Salt Lake City bounded on the north by Red civil airway No. 49, on the east by Amber civil airway No. 2 and on the southwest by VOR civil airway No. 253.

§ 601.1417 *Control area extension (El Dorado, Ark.)*. Within 5 miles either side of 137° and 317° True bearings extending from the El Dorado nondirectional radio beacon to points 25 miles southeast and 15 miles northwest, and within 5 miles either side of the 37° true radial of the El Dorado omnirange extending from the omnirange station to a point 15 miles northeast.

§ 601.1418 *Control area extension (Hoquiam, Wash.)*. That airspace centered on the 234° True radial of the Hoquiam omnirange, 10 miles in width at the omnirange station with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Seattle Oceanic Control Area, excluding the portion which conflicts with Warning Area W-460 and excluding the portion above 14,500 feet which lies beneath and which conflicts with restricted area R-241.

§ 601.1419 *Control area extension (Newport, Oreg.)*. That airspace centered on the 237° True radial of the Newport omnirange, 10 miles in width at the omnirange station with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Seattle Oceanic Control Area, excluding the portion which conflicts with Warning Area W-242.

§ 601.1420 *Control area extension (North Bend, Oreg.)*. That airspace centered on the 239° True radial of the North Bend omnirange, 10 miles in width at the omnirange station with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Oceanic Control Area.

§ 601.1421 *Control area extension (Goldsboro, N. C.)*. That airspace within a 25 mile radius of the Seymour-Johnson AFB, Goldsboro, N. C., bounded on the east by VOR civil airway No. 157.

§ 601.1422 *Control area extension (Duluth, Minn.)*. The airspace within a 25-mile radius of the Duluth Airport including the airspace within a 30-mile radius of the Duluth omnirange station bounded on the north by the 274° True radial of the Duluth omnirange and on the east by VOR civil airway No. 13.

§ 601.1423 *Control area extension (Oahu, T. H.)*. That airspace from 700 feet upwards beginning at a point at

latitude 21°25'30" N, longitude 158°00'30" W, extending to a point at latitude 21°30'30" N, longitude 158°09'00" W, thence counterclockwise along the arc of a circle 8.4 statute miles from a point at latitude 21°24'30" N, longitude 158°13'40" W, to a point at latitude 21°22'25" N, longitude 158°21'10" W, thence along the northern edges of VOR civil airways Nos. 2 and 4 to point of beginning, excluding the portions which lie within and overlap restricted areas R-315 and R-335, and excluding the portion below 6,000 feet MSL which lies within warning area W-322.

§ 601.1424 *Control area extension* (Rocky Mount, N. C.). Within 5 miles either side of the 083° True radial of the Rocky Mount omnirange extending from the omnirange station to a point 15 miles east.

§ 601.1426 *Control area extension* (Martha's Vineyard, Mass.). Within 2 miles on the northwest side and 3½ miles on the southeast side of a line bearing 040° True extending from the northeast end of the Martha's Vineyard Airport Runway No. 24 to a point 10 miles northeast of the nondirectional radio beacon, excluding the portion which overlaps restricted area R-79.

§ 601.1428 *Control area extension* (Gainesville, Fla.). The airspace within a 15-mile radius of the Gainesville Municipal Airport excluding the portion above 5,000 feet MSL which overlaps Jacksonville Restricted Area B (R-161-B), and excluding the portion above 15,000 feet MSL which overlaps Jacksonville Restricted Area 4 (R-161-D).

§ 601.1430 *Control area extension* (Wichita Falls, Tex.). That airspace bounded on the northwest by VOR civil airway No. 102-S, on the east by VOR civil airway No. 77, and on the south by VOR civil airway No. 278.

§ 601.1431 *Control area extension* (Bozeman, Mont.). Within 5 miles either side of the southeast course of the Bozeman radio range extending from the radio range station to a point 10 miles southeast.

§ 601.1432 *Control area extension* (Billings, Mont.). The airspace northwest of Billings, Mont., within a 20-mile radius of the Billings omnirange station bounded on the south by VOR civil airway No. 2 and on the east by VOR civil airway No. 19.

§ 601.1433 *Control area extension* (Ephrata, Wash.). The airspace north of VOR airway No. 2 within a 25-mile radius of the Ephrata omnirange station, excluding the portion which overlaps Coulee Dam restricted area (R-248).

§ 601.1434 *Control area extension* (Key West, Fla.). The airspace within 5 miles either side of a direct line extending from the Key West, Fla., radio range station to the Tamiami, Fla., nondirectional radio beacon, excluding the airspace above 20,000 feet MSL.

§ 601.1435 *Control area extension* (Peconic, L. I., N. Y.). The airspace north of Peconic bounded on the west by

Red civil airway No. 21, on the north by VOR civil airway No. 34, on the east by Green civil airway No. 5, and on the south by Red civil airway No. 23.

§ 601.1436 *Control area extension* (San Bernardino, Calif.). The airspace southeast of the Norton Air Force Base, San Bernardino, Calif., bounded on the northwest by VOR civil airway No. 264, on the northeast by VOR civil airway No. 137, on the south by VOR civil airway No. 16 and on the west by Blue civil airway No. 14.

§ 601.1437 *Control area extension* (Richmond, Ind.). That airspace bounded on the north by VOR civil airway No. 12, on the east by VOR civil airway No. 275, and on the southwest by VOR civil airway No. 97.

§ 601.1438 *Control area extension* (Kahului, Maui, T. H.). The airspace lying north of Kahului within a 25-statute-mile radius of the Kahului, Maui, T. H., omnirange station bounded on the southwest and south by VOR civil airway No. 6.

§ 601.1439 *Control area extension* (Battle Mountain, Nev.). Within 5 miles either side of the 218° True and 348° True radials of the Battle Mountain omnirange extending from the omnirange station to points 23 miles southwest and 12 miles north of the omnirange station.

§ 601.1440 *Control area extension* (Williams, Ariz.). The airspace bounded by a line beginning at a point at Latitude 33°22'00", longitude 111°47'00", extending to a point at latitude 33°22'00", longitude 111°13'00", thence to a point at latitude 32°56'00", longitude 110°31'00", thence to a point at latitude 32°42'00", longitude 110°42'00", thence to a point at latitude 32°53'00", longitude 111°34'00" thence to the point of beginning.

§ 601.1441 *Control area extension* (Tucson, Ariz.). The airspace northeast of Tucson bounded on the north by VOR civil airway No. 94, on the southeast by VOR civil airway No. 202 and on the south and southwest by VOR civil airway No. 16.

§ 601.1442 *Control area extension* (Fort Bridger, Wyo.). Within 5 miles either side of the 45° True radial of the Fort Bridger omnirange extending from the omnirange station to a point 15 miles northeast and within 5 miles either side of the 346° True radial of the omnirange extending from the omnirange station to a point 25 miles north.

§ 601.1443 *Control area extension* (Bryce Canyon, Utah). Within 5 miles either side of the 110° True radial of the Bryce Canyon omnirange extending from the omnirange station to a point 25 miles southeast.

§ 601.1444 *Control area extension* (Truth or Consequences, N. Mex.). The airspace bounded on the east by Amber civil airway No. 3 and on the southwest and northwest by VOR civil airway No. 19. The portion of this control area above 20,000 feet MSL which overlaps the White Sands restricted area, Area 2 (R-

521), (published in § 608.39 of this chapter), shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 601.1445 *Control area extension* (Neah Bay, Wash.). The airspace lying south of the United States-Canadian Border and the Vancouver Oceanic Flight Information Region within lines drawn tangent to the circumference of a 5-mile radius circle centered on the Neah Bay, Wash., radio range station and the circumference of a 15-mile radius circle centered on the intersection of the northwest course of the Neah Bay radio range and a point at latitude 48°40'00", longitude 125°17'30", excluding the portion below 5,000 feet MSL.

SUBPART D—CONTROL ZONES

§ 601.1981 *Scope of control zones.* Each control zone shall include the navigable air space above all that area on the surface of the earth lying within the specified radius of the center points prescribed for such zone (except where otherwise described in this part), but shall not include any of the air space of an air-space reservation.

§ 601.1982 *Designation of control zones.* The portions of the navigable airspace of the United States described in Subpart D are designated as control zones.

§ 601.1983 *Three mile radius zones.* Within a 3 mile radius of the following airports:

- Altoona, Pa.: Altoona-Blair County Airport.
- Baker, Oreg.: Baker Municipal Airport.
- Bellingham, Wash.: Bellingham Municipal Airport.
- Blackstone, Va.: Blackstone AAF.
- Bozeman, Mont.: Gallatin-Bozeman Municipal Airport.
- Burley, Idaho: Burley Municipal Airport.
- Butte, Mont.: Butte Municipal Airport.
- Columbus, N. Mex.: CAA intermediate field excluding the portion which lies outside the continental United States.
- Crows Landing, Calif.: Navy ALF.
- Cut Bank, Mont.: Cut Bank Municipal Airport.
- Daggett, Calif.: Daggett Municipal Airport.
- Dillon, Mont.: Dillon intermediate field.
- Dubois, Idaho: Dubois intermediate field.
- Ellensburg, Wash.: Bowers Field.
- El Morro, N. Mex.: CAA intermediate field.
- Ephrata, Wash.: Ephrata Municipal Airport.
- Eugene, Oreg.: Mahlen-Sweet Airport.
- Glendale, Calif.: Grand Central Airport.
- Helena, Mont.: Helena Municipal Airport.
- Klamath Falls, Oreg.: Klamath Falls Municipal Airport.
- Lakehurst, N. J.: Naval Air Station.
- Lewistown, Mont.: Lewistown Municipal Airport.
- Miles City, Mont.: Miles City Municipal Airport.
- Missoula, Mont.: Missoula County Airport.
- Monterey, Calif.: Monterey Peninsula Airport.
- Needles, Calif.: Needles Airport.
- Paso Robles, Calif.: Paso Robles County Airport.
- Pendleton, Oreg.: Pendleton Municipal Airport.
- Redmond, Oreg.: Redmond-Roberts Field.
- Santa Monica, Calif.: Santa Monica Municipal Airport.
- The Dalles, Oreg.: The Dalles Municipal Airport.
- Toledo, Wash.: Toledo-Winlock Airport.
- Yakima, Wash.: Yakima Municipal Airport.

§ 601.1984 *Five mile radius zones.* Within a 5 mile radius of the following airports:

Aniak, Alaska: Aniak Airport.
Annette Island, Alaska: Annette Island Airport.
Arcata, Calif.: Arcata Airport.
Bedford, Mass.: Lawrence G. Hanscom Field.
Bendix, N. J.: Teterboro Air Terminal.
Bethel, Alaska: Bethel Airport.
Bettles, Alaska: Bettles Airport.
Big Delta, Alaska: Big Delta Airport.
Blythe, Calif.: Blythe Airport.
Boise, Idaho: Boise Air Terminal.
Bridgeport, Conn.: Bridgeport Municipal Airport.
Chattanooga, Tenn.: Lovell Field.
Crescent City, Calif.: Del Norte County Airport.
Delta, Utah: Delta Airport.
Elkins, W. Va.: Elkins Airport.
Elko, Nev.: Elko Airport.
Fairbanks, Alaska: Eielson Air Force Base.
Fallon, Nev.: Fallon NAAS.
Farewell, Alaska: Farewell Airport.
Fayetteville, Ark.: Fayetteville-Drake Field.
Fort Lauderdale, Fla.: Broward County International Airport.
Galena, Alaska: Galena Airport.
Glens Falls, N. Y.: Warren County Airport.
Greenville, Miss.: Greenville AFB.
Gulkana, Alaska: Gulkana Airport.
Gustavus, Alaska: Gustavus Airport.
Homer, Alaska: Homer Airport.
Houlton, Maine: Houlton Airport.
Idaho Falls, Idaho: Idaho Falls Airport.
Iliamna, Alaska: Iliamna Airport.
Kenai, Alaska: Kenai Airport.
King Salmon, Alaska: King Salmon Airport.
Kotzebue, Alaska: Wlen Memorial Airport.
Las Vegas, N. Mex.: Las Vegas Airport.
Lihue, Kauai, T. H.: Lihue Airport.
Lucin, Utah: CAA intermediate field.
Lynchburg, Va.: Preston Glenn Airport.
Massena, N. Y.: Massena Municipal Airport.
McAlester, Okla.: McAlester Municipal Airport.
McGrath, Alaska: McGrath Airport.
Medford, Oreg.: Medford Municipal Airport.
Middleton Island, Alaska: Middleton Island Airport.
Minchumina, Alaska: Minchumina Airport.
Mobile, Ala.: Brooklyn Air Force Base.
Moses Lake, Wash.: Larson AFB.
Moses Point, Alaska: Moses Point Airport.
Mountain View, Calif.: Moffett NAS.
Nenana, Alaska: Nenana Airport.
Newburgh, N. Y.: Stewart AFB.
New Orleans, La.: New Orleans Airport.
Nome, Alaska: Nome Airport.
North Bend, Oreg.: North Bend Airport.
Northway, Alaska: Northway Airport.
Otto, N. Mex.: CAA intermediate field.
Pensacola, Fla.: Forrest Sherman Field.
Phillipsburg, Pa.: Phillipsburg Airport.
Phoenix, Ariz.: Luke AFB.
Portland, Oreg.: Portland International Airport.
Pulaski, Va.: Leving Field.
Reading, Pa.: Reading Municipal Airport.
Red Bluff, Calif.: Red Bluff Municipal (Bidwell, Field).
Reno, Nev.: United Air Lines Airport.
Reno, Nev.: Stead AFB.
Roanoke, Va.: Woodrum Field.
Rome, N. Y.: Griffiss AFB.
Salinas, Calif.: Salinas Airport.
Salisbury, Md.: Wicomico County Airport.
Salt Flat, Tex.: CAA intermediate field.
San Marcos, Tex.: San Marcos Air Force Base.
San Rafael, Calif.: Hamilton AFB.
Santa Fe, N. Mex.: Santa Fe Airport.
Seattle, Wash.: Boeing Field.

Seattle, Wash.: Seattle-Takoma International Airport.
Skwentna, Alaska: Skwentna Airport.
Summit, Alaska: Summit Airport.
Talkeetna, Alaska: Talkeetna Airport.
Tanana, Alaska: Tanana Airport.
Tucumcari, N. Mex.: Tucumcari Airport.
Unalakleet, Alaska: Unalakleet Airport.
Walla Walla, Wash.: Walla Walla City-County Airport.
Wendover, Utah: Wendover AFB.
Westfield, Mass.: Barnes Airport.
Westhampton Beach, Long Island, N. Y.: Suffolk County Air Force Base.
Wilkes-Barre, Pa.: Wilkes-Barre-Scranton Airport.
Wink, Tex.: Wink Airport.
Winslow, Ariz.: Winslow Airport.
Worcester, Mass.: Worcester Airport.
Yakutat, Alaska: Yakutat Airport.
Yuma, Ariz.: Vincent AFB.

ADDITIONAL CONTROL ZONES

§ 601.2001 *Albany, N. Y., control zone.* Within a 5-mile radius of the Albany Municipal Airport, within 2 miles either side of the north course of Albany radio range extending 10 miles from the radio range station and within 2 miles either side of the Albany ILS localizer course extending from the localizer to a point 10 miles north of the ILS outer marker.

§ 601.2002 *Augusta, Maine, control zone.* Within a 5-mile radius of the Augusta State Airport and within 2 miles either side of the southwest course of Augusta radio range extending 10 miles from the radio range station.

§ 601.2003 *Baltimore, Md., control zone.* Within a 5-mile radius of Harbor Field, Baltimore, Md., extending 5 miles either side of the south course of the Baltimore, Md., radio range to a point 10 miles south of the radio range station.

§ 601.2004 *Bangor, Maine, control zone.* Within a 5-mile radius of Dow Air Force Base, Bangor, Maine, within 2 miles either side of the northwest course of the Bangor radio range extending from the radio range station to the East Corinth fan marker, within 2 miles either side of a line bearing 314° True extending from Dow Air Force Base to a point 15 miles northwest of the Air Force Base, and within 2 miles either side of a line bearing 356° True extending from Dow AFB to a point 10 miles north of the Bangor omnirange station.

§ 601.2005 *Boston, Mass., control zone.* Within a 5-mile radius of Logan International Airport; within 2 miles either side of the north course of the Boston radio range extending from the radio range station to a point 10 miles north, and within 2 miles either side of the ILS localizer course extending from the airport to a point 10 miles beyond the outer marker and within 2 miles either side of the 144° True radial of the Boston omnirange extending from the omnirange station to a point 12 miles southeast.

§ 601.2006 *Buffalo, N. Y., control zone.* Within a five mile radius of the Buffalo Municipal Airport, within 2 miles either side of the northeast course of the Buffalo radio range extending to the Wolcottsville fan marker, within 2 miles either side of the southwest course of the Buffalo radio range extending to the Angola fan marker, and within 2 miles either

side of the 99° True and 279° True radials of the Buffalo omnirange extending to a point 10 miles east of the omnirange station.

§ 601.2007 *Burlington, Vt., control zone.* Within a 5-mile radius of the Burlington Municipal Airport and within 2 miles either side of the northwest course of Burlington radio range extending to the Grand Isle fan marker.

§ 601.2008 *Concord, N. H., control zone.* Within a 5-mile radius of Concord Municipal Airport, within 2 miles either side of the southeast course of the Concord radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 284° True radial of the Concord omnirange extending from the omnirange station to a point 10 miles west.

§ 601.2009 *Erie, Pa., control zone.* Within a 5-mile radius of Port Erie Airport and within 2 miles either side of the southwest course of Erie radio range extending to the North Springfield fan marker.

§ 601.2010 *Harrisburg, Pa., control zone.* Within a 5-mile radius of Harrisburg State Airport and within 2 miles either side of the east and west courses of Harrisburg radio range extending 10 miles east and west of the radio range station.

§ 601.2011 *Hartford, Conn., control zone.* Within a 5-mile radius of Brainard Field and within 2 miles either side of the southeast course of Hartford radio range extending 10 miles from the radio range station.

§ 601.2012 *Millinocket, Maine, control zone.* Within a 5-mile radius of Millinocket Municipal Airport and within 2 miles either side of the east course of Millinocket radio range extending 10 miles from the radio range station.

§ 601.2013 *Newark, N. J., control zone.* Within a 5-mile radius of Newark Municipal Airport including the area encompassed between tangent line extending from this 5-mile radius zone to but not including the Teterboro, N. J., 5-mile radius control zone; within 2 miles either side of the Newark ILS localizer front course extending from the localizer to a point 10 miles southwest of the ILS outer marker.

§ 601.2014 *Norfolk, Va., control zone.* Within a 5-mile radius of Norfolk Municipal Airport and within 2 miles either side of the southwest course of Norfolk radio range extending to the Deep Creek fan marker.

§ 601.2015 *Philadelphia, Pa., control zone.* Within a 5-mile radius of the Philadelphia International Airport and within 2 miles either side of the west course of the Philadelphia radio range extending to the Boothwyn fan marker.

§ 601.2016 *Wheeling, W. Va., control zone.* Within a 5-mile radius of Wheeling-Ohio County Airport, within 2 miles either side of the centerline of the northeast-southwest runway extended through the outer compass locator to a point 10 miles southwest of the airport, and within 2 miles either side of a direct

line extending from the airport to the Wheeling omnirange station.

§ 601.2017 *Pittsburgh, Pa., control zone.* Within a 5-mile radius of Allegheny County Airport, Pittsburgh, Pa., within 2 miles either side of a direct line extending from the airport to the Cecil nondirectional radio beacon, within 2 miles either side of the 227° and 047° True radials of the Pittsburgh omnirange extending from the 5 mile radius zone to a point 10 miles southwest of the omnirange station, and within 2 miles either side of the extended centerline of the Allegheny County Airport east-west runway extending from the 5-mile radius zone to the McKeesport, Pa., nondirectional radio beacon.

§ 601.2018 *Portland, Maine, control zone.* Within a 5-mile radius of Portland Municipal Airport and within 2 miles either side of the northwest course of Portland radio range extending 10 miles from the radio range station.

§ 601.2019 *Providence, R. I., control zone.* Within a 5-mile radius of the Theodore Francis Green Airport extending 2 miles either side of the southwest course of the Providence radio range to a point 14 miles southwest of the radio range station.

§ 601.2020 *Richmond, Va., control zone.* Within a 5-mile radius of Byrd Field, Richmond, Va., extending 2 miles either side of the southwest course of the Richmond, Va., radio range to the Chester fan marker, and extending 2 miles either side of the ILS localizer course to a point 10 miles southwest of the ILS outer marker and to a point 10 miles northeast of the ILS middle marker.

§ 601.2021 *Rochester, N. Y., control zone.* Within a 5-mile radius of Rochester-Monroe County Airport, within 2 miles either side of the east course of the Rochester radio range extending from the radio range station to a point 10 miles east, within 2 miles either side of the ILS localizer front course extending from the localizer to a point 10 miles beyond the outer marker, and within 2 miles either side of the 171° True and 278° True radials of the omnirange extending from the omnirange station to points 10 miles south and west of the omnirange station.

§ 601.2022 *Washington, D. C., control zone.* Within a 5-mile radius of the Washington National Airport (excluding the portion overlapping the Washington Airspace Reservation) and extending to include the segment of a circle 15 miles in radius centered on the Washington National Airport bounded on the west by a line 2 miles west of the southwest course of the Washington radio range and on the east by a line 2 miles east of the ILS localizer course, and further extending 2 miles on the east side and 4 miles on the west side of the northeast course of the Washington radio range to the Riverdale, Md., non-directional radio beacon.

§ 601.2023 *Albuquerque, N. Mex., control zone.* Within a 5-mile radius of Kirtland AFB, within 2 miles either side of the south course of the Albuquerque radio range extending to the Peralta fan

marker, within 2 miles either side of a line bearing 352°-172° True through the Alameda nondirectional radio beacon extending from the 5-mile radius control zone boundary to a point 10 miles north of the Alameda nondirectional radio beacon and within 2 miles either side of the 91° and 271° True radials of the Albuquerque omnirange extending from the 5-mile radius control zone boundary to a point 10 miles west of the omnirange station.

§ 601.2024 *Amarillo, Tex., control zone.* Within a 5-mile radius of Amarillo Air Terminal, within 2 miles either side of the west course of the Amarillo radio range extending from the radio range station to a point 5 miles west, and within 2 miles either side of the east course of the radio range extending from the radio range station to a point 18 miles east.

§ 601.2025 *Big Spring, Tex., control zone.* Within a 5 mile radius of Webb Air Force Base and within 2 miles either side of the west course of the Big Spring radio range extending from the radio range station to a point 10 miles west and within 2 miles either side of the 191° True radial of the Big Spring omnirange extending from the 5-mile radius zone to the omnirange station.

§ 601.2026 *Brownsville, Tex., control zone.* That airspace over United States territory, within a 5-mile radius of Rio Grande Valley International Airport, Brownsville, Tex., within 2 miles either side of the northwest course of the Brownsville radio range extending from the radio range station to the Los Fresnos fan marker and within 2 miles either side of the 72° True radial of the Brownsville omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2027 *Dallas, Tex., control zone.* Within a 5-mile radius of Love Field, Dallas, Tex., within 2 miles either side of the 252° True radial of the Dallas omnirange extending from Love Field to the omnirange station, within 2 miles either side of the Love Field ILS localizer southeast course extending from the localizer to the intersection of the Love Field ILS southeast course and the 202° True radial of the Dallas omnirange, within 2 miles either side of a 185° True bearing extending from the Dallas nondirectional radio beacon to the Duncanville nondirectional radio beacon, and within 2 miles either side of the Love Field ILS northwest course extending from the localizer to the intersection of the Love Field ILS northwest course and the east course of the Fort Worth radio range.

§ 601.2028 *El Paso, Tex., control zone.* Within a 5-mile radius of the El Paso International Airport extending 2 miles either side of the east course of the El Paso, Tex., radio range to the Hueco fan marker and extending 2 miles either side of the north course of the radio range to the Newman, Tex., omnirange station, excluding the portion which lies outside the continental United States.

§ 601.2029 *Fort Worth, Tex., control zone.* All that airspace within a 5-mile

radius of Meacham Field and within a 5-mile radius of Carswell AFB, within 2 miles either side of the south course of the Fort Worth radio range extending to its intersection with a line bearing 255° True from the Dallas, Tex., nondirectional radio beacon, within 2 miles either side of a line bearing 181° True from the Carswell AFB extending to a point 13 miles south of the Air Force Base, and the airspace bounded on the east by a line two miles east of and parallel to a direct line from Meacham Field through the Haslet nondirectional radio beacon, on the north by Lat. 32°59'45" and on the west by a line 2 miles west of and parallel to a direct line from the Carswell AFB through the Newark nondirectional radio beacon.

§ 601.2030 *Galveston, Tex., control zone.* Within a 5-mile radius of Galveston Airport and within 2 miles either side of the northwest and southeast courses of the Galveston radio range extending from the 5-mile radius zone to a point 3 miles northwest of the radio range station.

§ 601.2031 *Houston, Tex., control zone.* Within a 10-mile radius of Houston Municipal Airport, within a 5-mile radius of Ellington Air Force Base, and within 2 miles either side of a direct line extending from the Houston Municipal Airport to the Monument nondirectional radio beacon.

§ 601.2032 *Laredo, Tex., control zone.* That airspace over United States territory within a 10-mile radius of Laredo AFB and within 2 miles either side of the 147° True radial of the Laredo omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2033 *Little Rock, Ark., control zone.* Within a 5-mile radius of Adams Field extending 2 miles either side of the southeast course of the Little Rock radio range to the Keo fan marker.

§ 601.2034 *Monroe, La., control zone.* Within a 5-mile radius of Selman Field, within 2 miles either side of the southwest course of the Monroe radio range extending from the radio range station to a point 4 miles southwest, and within 2 miles either side of the 41° True and 221° True radials of the Monroe omnirange extending from the control zone to a point 10 miles southwest of the omnirange station.

§ 601.2035 *New Orleans, La., control zone.* Within a 5 mile radius of Moisant International Airport, within 2 miles either side of the 221° True radial of the New Orleans omnirange extending from the omnirange station to a point 10 miles southwest, within 2 miles either side of the ILS localizer course extending from the localizer to a point 14½ miles west, within 2 miles either side of the west course of the radio range extending from the radio range station to a point 17¼ miles west, and within 2 miles either side of the east course of the radio range extending from the radio range station to the boundary of the New Orleans Airport 5 mile radius control zone.

§ 601.2036 *Ponca City, Okla., control zone.* Within a 10-mile radius of Ponca City Airport.

§ 601.2037 *San Angelo, Tex., control zone.* Within a 10-mile radius of Mathis Field and within a 5-mile radius of Goodfellow AFB, San Angelo, Tex., within 2 miles either side of the southeast course of the San Angelo radio range extending from the radio range station to a point 10 miles southeast within 2 miles either side of the northeast course of the radio range extending from the radio range station to a point 10 miles northeast, and within 2 miles either side of the 72° True radial of the San Angelo omnirange extending to a point 10 miles northeast of the omnirange station.

§ 601.2038 *Shreveport, La., control zone.* Within a 5-mile radius of Shreveport Downtown Airport, within 5 miles either side of the northwest course of the Shreveport radio range extending from the radio range station to a point 10 miles northwest, within a 7-mile radius of Barksdale Air Force Base and within 5 miles either side of the southeast course of the Barksdale AFB radio range extending from the Air Force Base to the Elm Grove fan marker.

§ 601.2039 *Tulsa, Okla., control zone.* Within a 5-mile radius of Tulsa Airport, within 2 miles either side of the northeast course of Tulsa radio range extending to the Verdigris River fan marker, within 2 miles either side of the northwest course of Tulsa radio range extending to the Skiatook fan marker, within 2 miles either side of the southwest course of Tulsa radio range extending to the Red Fork fan marker and within 2 miles either side of a line bearing 03° True from the Owasso nondirectional radio beacon extending from the beacon to a point 10 miles north and within 2 miles either side of the 88° True and 268° True radials of the Tulsa omnirange extending from the Tulsa Municipal Airport to a point 10 miles east of the omnirange station.

§ 601.2040 *Smyrna, Tenn., control zone.* Within a 5-mile radius of Sewart Air Force Base and within 2 miles either side of a line bearing 139° True extending from the Sewart AFB nondirectional radio beacon to a point 10 miles southeast.

§ 601.2041 *Akron, Colo., control zone.* Within a 3-mile radius of the CAA intermediate field and within 2 miles either side of the north and south courses of Akron radio range extending 10 miles north of the radio range station.

§ 601.2042 *Burlington, Iowa, control zone.* Within a 5-mile radius of Burlington Municipal Airport and within 2 miles either side of the 292° and 112° True radials of the Burlington omnirange extending from the airport control zone to a point 10 miles east of the omnirange station.

§ 601.2043 *Casper, Wyo., control zone.* Within a 5-mile radius of Casper Air Terminal extending east 2 miles either side of the west and east courses of the Casper radio range to the Parkerton fan marker and within 2 miles either side of a line bearing 269° True from the Casper ILS localizer extending from the Casper Air Terminal to a point 10 miles west of the ILS outer marker.

§ 601.2044 *Cheyenne, Wyo., control zone.* Within a 5-mile radius of the Cheyenne Municipal Airport, within 2 miles either side of the northwest course of the Cheyenne radio range extending from the radio range station to a point 12 miles northwest, within 2 miles either side of the east course of the radio range extending from the radio range station to a point 11½ miles east, within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles east of the airport, and within 2 miles either side of the 32° True radial of the Cheyenne omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2045 *Colorado Springs, Colo., control zone.* Within a 5-mile radius of Peterson Municipal Airport and within 2 miles either side of a line bearing 180° True from the airport extending to a point 15 miles south of the airport.

§ 601.2046 *Columbia, Mo., control zone.* Within a 5-mile radius of Columbia Municipal Airport and within 2 miles either side of the west course of Columbia radio range extending 10 miles from the radio range station.

§ 601.2047 *Denver, Colo., control zone.* Within a 10-mile radius of Stapleton Air Field, Denver, Colo., within 2 miles either side of the Stapleton ILS localizer course extending from the localizer to a point 11½ miles east of Stapleton Air Field, within 2 miles either side of a 45° True radial of the Denver omnirange extending from the omnirange station to a point 5 miles northeast, and within 2 miles either side of the north course of the Denver radio range extending from the radio range station to a point 13 miles north.

§ 601.2048 *Des Moines, Iowa, control zone.* Within a 5-mile radius of the Des Moines Municipal Airport, within 2 miles either side of the south course of the radio range extending from the radio range station to a point 12 miles south, within 2 miles either side of the front and back courses of the Des Moines ILS localizer extending from the localizer to a point 12 miles southeast and northwest of the airport, and within 2 miles either side of the 176° True and 356° True radials of the Des Moines omnirange extending from the five-mile radius zone to a point 10 miles south of the omnirange station.

§ 601.2049 *Fort Bridger, Wyo., control zone.* Within a 3-mile radius of the CAA intermediate field and within 2 miles either side of the east course of Fort Bridger radio range extending 10 miles from the radio range station.

§ 601.2050 *Garden City, Kans. control zone.* Within a 5-mile radius of the Garden City Municipal Airport (new) including the airspace within 2 miles either side of the 300° True radial of the Garden City omnirange extending to a point 12 miles northwest of the omnirange station, within 2 miles either side of the north course of the Garden City radio range extending to a point 12 miles north of the radio range station and within 2 miles either side of a line bearing 144° True extending from the radio

range station to the Garden City Municipal Airport (new).

§ 601.2051 *Grand Island, Nebr., control zone.* Within a 5-mile radius of the Grand Island Airport and within 2 miles either side of the north course of Grand Island radio range extending 10 miles from the radio range station.

§ 601.2052 *Quincy, Ill., control zone.* Within a 5-mile radius of the Quincy-Baldwin Airport and within 2 miles either side of the 35° True and 215° True radials of the Quincy omnirange extending from the airport to a point 10 miles southwest of the omnirange station.

§ 601.2053 *Huron, S. Dak., control zone.* Within a 5-mile radius of the Huron Municipal Airport extending 2 miles either side of the southwest course of the radio range to its intersection with the east course of the Pierre, S. Dak., radio range, and within 2 miles either side of the Huron ILS localizer northwest course extending from the localizer to a point 12 miles northwest of the outer marker.

§ 601.2054 *Hutchinson, Kans., control zone.* Within a 5-mile radius of the Hutchinson Municipal Airport, within an 8-mile radius of the Hutchinson Naval Air Station, within 2 miles either side of the south course of the Hutchinson radio range extending from the radio range station to a point 23 miles south, and within 2 miles either side of the 222° True radial of the Hutchinson omnirange extending from the Hutchinson Municipal Airport to a point 10 miles southwest of the omnirange station, and within 2 miles either side of the north course of the Hutchinson radio range extending from the radio range station to a point 10 miles north.

§ 601.2055 *Joplin, Mo., control zone.* Within a 5-mile radius of Joplin Airport and within 2 miles either side of a line bearing 318° True extending from the airport to a point 10 miles northwest of the Joplin ILS outer marker.

§ 601.2056 *Kansas City, Mo., control zone.* Within a 5-mile radius of the Kansas City Municipal Airport, within 2 miles either side of the north course of the Kansas City radio range extending from the radio range station to a point 10 miles north, and within 2 miles either side of a line bearing 13° True from the airport extending through the Kansas City ILS outer marker compass locator to a point 5 miles north of the ILS outer marker compass locator.

§ 601.2057 *Kirkville, Mo., control zone.* Within a 3-mile radius of Kirkville Airport and within 2 miles either side of the 316° and 136° True radials of the Kirkville omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2058 *La Junta, Colo., control zone.* Within a 5-mile radius of the La Junta Airport and within 2 miles either side of the northeast course of La Junta radio range extending 10 miles from the radio range station.

§ 601.2059 *Laramie, Wyo., control zone.* Within a 5-mile radius of Brees

Field, within 2 miles either side of the northwest course of the Laramie radio range extending from the radio range station to a point 10 miles northwest, and within 2 miles either side of the 332° True radial of the Laramie omnirange extending from the omnirange station to a point 10 miles northwest.

§ 601.2060 *Pellston, Mich., control zone.* Within a 5-mile radius of Emmet County Airport, Pellston, Mich., extending 2 miles either side of a track bearing 132° True from the Pellston non-directional radio beacon to a point 10 miles southeast.

§ 601.2061 *Lincoln, Nebr., control zone.* Within a 5-mile radius of the Lincoln Air Force Base, within 2 miles either side of the north course of the Lincoln radio range extending from the radio range station to a point 10 miles north, within 2 miles either side of the front course of the Lincoln ILS localizer extending from the localizer to a point 12 miles northwest of the outer marker, and within 2 miles either side of the south course of the Lincoln radio range extending to a point 15 miles south of the Lincoln Air Force Base.

§ 601.2062 *Mason City, Iowa, control zone.* Within a 5-mile radius of Mason City Municipal Airport and within 2 miles either side of the 2° and 182° True radials of the Mason City omnirange extending from the airport control zone to a point 10 miles south of the omnirange station.

§ 601.2063 *North Platte, Nebr., control zone.* Within a 5-mile radius of Lee Bird Municipal Field, within 2 miles either side of the south course of the North Platte radio range extending from the radio range station to a point 10 miles south, and within 2 miles either side of the 30° True and 210° True radials of the North Platte omnirange extending from Lee Bird Municipal Field to a point 10 miles southwest of the omnirange station.

§ 601.2064 *Omaha, Nebr., control zone.* Within a 5-mile radius of the Omaha, Nebr., Municipal Airport extending 2 miles either side of the north course of the Omaha radio range to the California, Iowa, Fan Marker, and extending 2 miles either side of the ILS localizer course to a point 10 miles northwest of the Omaha Municipal Airport.

§ 601.2065 *Pierre, S. Dak., control zone.* Within a 5-mile radius of Pierre Airport, within 2 miles either side of the east course of the Pierre radio range extending from the radio range station to a point 12 miles east, and within 2 miles either side of the 260° and 80° True radials of the Pierre omnirange extending from the 5-mile radius zone to a point 12 miles northeast of the omnirange station.

§ 601.2066 *Pueblo, Colo., control zone.* Within a 5-mile radius of Pueblo Municipal Airport, within 5 miles either side of a direct line extending from the center of Pueblo Municipal Airport to the Pueblo radio range station to include a 5-mile radius of the Pueblo radio range station, within 2 miles either side of the southeast course of the radio range ex-

tending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 271° and 91° True radials of the Pueblo omnirange extending from the Pueblo Municipal Airport 5-mile radius zone to a point 10 miles east of the omnirange station.

§ 601.2067 *Rapid City, S. Dak., control zone.* Within a 5-mile radius of Ellsworth Air Force Base, within 2 miles either side of the centerline of the northwest-southeast runway of Ellsworth AFB extending from the end of the runway to a point 17 miles southeast; within a 5-mile radius of the Rapid City Municipal Airport, within 2 miles either side of the south course and east course of the Rapid City radio range extending from the radio range station to points 10 miles south and east, and within 2 miles either side of the 335° True and 155° True radials of the Rapid City omnirange extending from the airport 5 mile radius zone to a point 10 miles southeast of the omnirange station.

§ 601.2068 *Rock Springs, Wyo., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the east course of the radio range to the Point of Rocks fan marker, and extending 2 miles either side of the ILS localizer course to the Point of Rocks fan marker.

§ 601.2069 *St. Joseph, Mo., control zone.* Within a 5-mile radius of Rosecrans Memorial Airport, within 2 miles either side of the St. Joseph ILS localizer course extending from the localizer to a point 10 miles beyond the outer marker, and within 2 miles either side of the 355° and 175° True radials of the St. Joseph omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2070 *St. Louis, Mo., control zone.* Within a 5-mile radius of Lambert-St. Louis Municipal Airport, within 2 miles either side of the east course of the St. Louis radio range extending from the radio range station to a point 10 miles east, within 2 miles either side of the front course of the St. Louis ILS localizer extending from the localizer to a point 5 miles east of the outer compass locator and within 2 miles either side of the back course of the ILS localizer extending from the localizer to a point 10 miles southwest of the Lake nondirectional radio beacon, and within 2 miles either side of the 323° and 143° True radials of the St. Louis omnirange extending from the airport to a point 10 miles northwest of the omnirange station.

§ 601.2071 *Scottsbluff, Nebr., control zone.* Within a 5-mile radius of Scottsbluff Municipal Airport and within 2 miles either side of the southeast and northwest courses of Scottsbluff radio range extending 10 miles southeast of the radio range station.

§ 601.2072 *Sheridan, Wyo., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the southeast course of the radio range to the Ucross fan marker.

§ 601.2073 *Rawlins, Wyo., control zone.* Within a 5-mile radius of the

Municipal Airport, Rawlins, Wyo., extending 2 miles either side of the east and west courses of the Sinclair, Wyo., radio range to a point 10 miles east of the radio range station.

§ 601.2074 *Sioux City, Iowa, control zone.* Within a 5-mile radius of the Sioux City Municipal Airport, within 2 miles either side of the south course of the Sioux City radio range extending from the radio range station to the Sloan Fan Marker; within 2 miles either side of the 142° True radial of the Sioux City omnirange extending from the omnirange station to a point 10 miles southeast, and within 2 miles either side of a line bearing 136° True from the Sioux City ILS outer marker compass locator, extending from the ILS outer marker compass locator to a point 10 miles southeast.

§ 601.2075 *Springfield, Mo., control zone.* Within a 5-mile radius of Springfield Municipal Airport and within 2 miles either side of the southeast and northwest courses of Springfield radio range extending 10 miles northwest of the radio range station and within 2 miles either side of the 19° and 199° True radials of the Springfield omnirange extending from the Springfield Municipal Airport to a point 10 miles northeast of the omnirange station.

§ 601.2076 *Topeka, Kans., control zone.* All that area within an 8-mile radius of the Philip Billard Airport and within 2 miles either side of the Topeka ILS localizer course extending to a point 15 miles northwest of the ILS localizer; within 2 miles either side of the 40° True radial of the Topeka omnirange extending to a point 10 miles northeast of the omnirange station, and that area within a 5-mile radius of Forbes Air Force Base, Topeka, Kans., and within 2 miles either side of the southwest course of the Forbes AFB radio range extending to a point 10 miles southwest of the Forbes AFB radio range station.

§ 601.2077 *Trinidad, Colo., control zone.* Within a 3-mile radius of Trinidad Municipal Airport and within 2 miles either side of the north course of Trinidad radio range extending 10 miles from the radio range station.

§ 601.2078 *Edenton, N. C., control zone.* Within a 5-mile radius of the Edenton Navy Auxiliary Landing Field and within 2 miles either side of a line bearing 184° True from the Edenton NALF to a point 12 miles south, excluding the portions which overlap the Albemarle Sound Restricted Area (R-1) and the Albemarle Sound Caution Area (C-10).

§ 601.2079 *Watertown, S. Dak., control zone.* Within a 5-mile radius of Watertown Airport and within 2 miles either side of the 6° True radial of the Watertown omnirange extending from the airport control zone to a point 10 miles north of the omnirange station.

§ 601.2080 *Wichita, Kans., control zone.* Within a 5-mile radius of the Wichita Municipal Airport, within 2 miles either side of a 200° True bearing from the Wichita ILS outer compass lo-

cator extending to a point 10 miles south of the outer compass locator, within a 5-mile radius of McConnell AFB, Wichita, Kans., within 2 miles either side of a 192° True bearing through the Wichita AFB nondirectional radio beacon extending from the AFB control zone to a point 10 miles south of the nondirectional radio beacon, and within 2 miles either side of the 360° True radial of the omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2081 *Jacksonville, N. C., control zone.* Within a 3-mile radius of the New River MCAF, Jacksonville, N. C., and within 2 miles either side of a 226° True bearing extending from the New River MCAF to a point 12 miles southwest, excluding the airspace above 5,500 feet mean sea level daily from sunset to sunrise.

§ 601.2082 *Akron, Ohio, control zone.* Within a 5-mile radius of the Akron Municipal Airport extending 2 miles either side of the southwest course of the Akron, Ohio, radio range to a point 10 miles southwest of the radio range station, including a 5-mile radius of the Akron-Canton County Airport extending 2 miles either side of the Akron-Canton ILS localizer course to a point 10 miles south of the outer marker and within 2 miles either side of the west course of the Akron radio range extending from the radio range station to a point 10 miles west.

§ 601.2083 *Alexandria, Minn., control zone.* Within a 5-mile radius of the Alexandria Municipal Airport extending 2 miles either side of the north course of the Alexandria radio range to a point 10 miles north of the radio range station, and within 2 miles either side of the 230° and 50° True radials of the Alexandria omnirange extending from the Alexandria airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2084 *Battle Creek, Mich., control zone.* Within a 5-mile radius of Kellogg Field and within 2 miles either side of the south course of the Battle Creek, Mich., radio range, extending 10 miles south of the radio range station.

§ 601.2085 *Bismarck, N. Dak., control zone.* Within a 5-mile radius of the Bismarck Municipal Airport extending 2 miles either side of the east course of the Bismarck radio range to a point 10 miles east of the radio range station, extending 2 miles either side of the Bismarck ILS localizer course to a point 10 miles southeast of the outer marker, and extending 2 miles either side of the 114° True radial of the Bismarck omnirange to a point 10 miles southeast of the omnirange station.

§ 601.2086 *Chicago, Ill., control zone.* Within a 6-mile radius of the Chicago-Midway Airport; within 2 miles either side of the northwest course of the Chicago radio range extending from the radio range station to its intersection with the northeast course of the Joliet, Ill., radio range excluding the portion which overlaps the O'Hare International Airport control zone; within 2 miles

either side of the front and back courses of the Chicago-Midway ILS localizer extending from the intersection of the localizer back course with the 44° True radial of the Chicago Heights omnirange to a point 12 miles northwest of the Chicago-Midway outer marker on the localizer front course excluding the portion which overlaps the O'Hare International Airport control zone.

§ 601.2087 *Cincinnati, Ohio, control zone.* Within a 5-mile radius of the Lunken Airport extending 2 miles either side of the southwest and northeast courses of the Cincinnati, Ohio, radio range to the Loveland fan marker.

§ 601.2088 *Dodge City, Kans., control zone.* Within a 5-mile radius of Dodge City Municipal Airport and within 2 miles either side of the 161° and 341° True radials of the Dodge City omnirange extending from the airport control zone to a point 10 miles north of the omnirange station.

§ 601.2089 *Cleveland, Ohio, control zone.* Within a 5-mile radius of the Cleveland Municipal Airport, within 2 miles either side of the west course of the Cleveland radio range extending from the radio range station to the Elyria fan marker and within 2 miles either side of the Cleveland ILS localizer course extending from the localizer to a point 10 miles southwest of the outer marker and within 2 miles either side of the extended centerline of Runway 23-R extending to a point 18 miles northeast of the end of the runway.

§ 601.2090 *Columbus, Ohio, control zone.* Within a 5-mile radius of the Port Columbus Municipal Airport and within a 5-mile radius of the Lockbourne, Ohio Air Force Base including the airspace within 2 miles either side of a direct line extending from the Columbus radio range station to the Lockbourne AFB and within 2 miles either side of the extended centerline of Lockbourne AFB Runway 23 extending to a point 6½ miles northeast of the end of the runway.

§ 601.2091 *Dayton, Ohio, control zone.* Within a 5-mile radius of the Dayton Municipal Airport extending 2 miles either side of the southwest course of the Dayton ILS localizer from the localizer to a point 10 miles southwest of the outer compass locator, extending 2 miles either side of the northeast course of the ILS localizer from the localizer to a point 10 miles northeast of the Tipp City nondirectional radio beacon.

§ 601.2092 *Detroit, Mich., control zone.* Within a 5-mile radius of the Detroit City Airport extending 2 miles either side of the northwest course of the Windsor, Ontario, Canada, radio range to the United States-Canadian Border and excluding that portion which lies outside the continental limits of the United States.

§ 601.2093 *Dickinson, N. Dak., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the north course of the Dickinson radio range, extending 10 miles north of the radio range station and extending 2 miles either side of the 15° True radial of Dickinson omnirange

to a point 10 miles north of the omnirange station.

§ 601.2094 *Duluth, Minn., control zone.* Within a 5-mile radius of the Williamson-Johnson Airport and within 2 miles either side of the south course of the Duluth, Minn., radio range, extending 10 miles south of the radio range station.

§ 601.2095 *Belleville, Ill., control zone.* Within a 5-mile radius of the Scott Air Force Base extending 2 miles either side of the southwest course of the Scott AFB, Belleville, Ill., radio range to a point 10 miles southwest of the radio range station.

§ 601.2096 *Evansville, Ind., control zone.* Within a 5-mile radius of Dress Memorial Municipal Airport and within 2 miles either side of the centerline of the northeast-southwest runway of the Dress Memorial Municipal Airport extending from the Evansville outer marker to a point 10 miles northeast.

§ 601.2097 *Fargo, N. Dak., control zone.* Within a 5-mile radius of the Fargo-Hector Airport, within 2 miles either side of the east course of the Fargo radio range extending to the Glyndon fan marker, within 2 miles either side of the west course of the radio range extending to a point 10 miles west of the West Fargo fan marker, and within 2 miles either side of the 181° and 01° True radials of the Fargo omnirange extending from the airport control zone to a point 10 miles south of the omnirange station.

§ 601.2098 *Flint, Mich., control zone.* Within a 5-mile radius of Bishop Airport and within 2 miles either side of a line bearing 268° True from the airport extending from the airport to a point 10 miles west of the Flint ILS outer marker.

§ 601.2099 *Fort Wayne, Ind., control zone.* Within a 5-mile radius of Baer Field, Fort Wayne, Ind., extending 2 miles either side of the southwest course of the Fort Wayne radio range to a point 10 miles southwest of the radio range station, extending 2 miles either side of the Fort Wayne ILS localizer course from the localizer to a point 10 miles southeast of the outer marker, and extending 2 miles either side of the 318° and 138° True radials of the Fort Wayne omnirange from the Baer Field control zone to a point 10 miles northwest of the omnirange station.

§ 601.2100 *Glenview, Ill., control zone.* Within a 5-mile radius of the Glenview, Ill., Naval Air Station and within 2 miles either side of the northwest course of the Glenview, Ill., radio range, extending 10 miles northwest of the radio range station.

§ 601.2101 *Goshen, Ind., control zone.* Within a 5-mile radius of the Goshen Airport and within 2 miles either side of the west course of the Goshen, Ind., radio range, extending 10 miles west of the radio range station.

§ 601.2102 *Grand Forks, N. Dak., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the south course of the Grand Forks, N. Dak., radio range, ex-

tending 10 miles south of the radio range station.

§ 601.2103 *Grand Rapids, Mich., control zone.* Within a 6-mile radius of the Kent County Airport and within 2 miles either side of the southeast course of the Grand Rapids radio range, extending 12 miles southeast of the radio range station.

§ 601.2104 *Huntington, W. Va., control zone.* Within a 5-mile radius of the Huntington Airport, Chesapeake, Ohio; within a 5-mile radius of the Tri-State Airport, Huntington, W. Va.; within 2 miles either side of a line bearing 253° True extending from the Huntington nondirectional radio beacon to a point 10 miles west, and within 2 miles either side of a line bearing 15° True extending from the nondirectional radio beacon to a point 10 miles north.

§ 601.2105 *Indianapolis, Ind., control zone.* Within a 5-mile radius of the Weir Cook County Airport, extending 2 miles either side of the west course of the Indianapolis radio range to the Clayton fan marker, extending 2 miles either side of the Weir-Cook County Airport localizer course to a point 10 miles southwest of the outer marker and extending 2 miles either side of the 323° and 143° True radials of the Indianapolis omnirange from the Weir-Cook County Airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2106 *Jamestown, N. Dak., control zone.* Within a 5-mile radius of the Jamestown Municipal Airport extending 2 miles either side of the east course of the Jamestown radio range to a point 10 miles east of the radio range station and extending 2 miles either side of the 191° and 11° True radials of the Jamestown omnirange station from the Municipal Airport control zone to a point 10 miles south of the omnirange station.

§ 601.2107 *Joliet, Ill., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the west course of the radio range to a point 10 miles west of the radio range station.

§ 601.2108 *Lansing, Mich., control zone.* Within a 5-mile radius of the Capital City Airport, Lansing, Mich., within 2 miles either side of the east course of the Lansing radio range extending from the radio range station to a point 12 miles east, within 2 miles either side of the 232° True radial of the Lansing omnirange extending from the omnirange station to a point 12 miles southwest, within 2 miles either side of the 52° True radial of the Lansing omnirange extending from the omnirange station to a point 12 miles northeast of its intersection with the northwest course of the Lansing radio range, within 2 miles either side of the Lansing ILS localizer front course extending from the localizer to a point 12 miles east of the ILS outer marker, and within 2 miles either side of the ILS localizer back course extending from the localizer to a point 10 miles west of its intersection with the Lansing omnirange 358° True radial.

§ 601.2109 *Lafayette, Ind., control zone.* Within a 5-mile radius of Purdue University Airport and within 2 miles either side of the 137° and 317° True radials of the Lafayette omnirange extending from the 5-mile radius zone to a point 12 miles northwest of the omnirange station.

§ 601.2110 *Lone Rock, Wis., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the 24° True and 204° True radials of the Lone Rock omnirange extending from the Municipal Airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2111 *Louisville, Ky., control zone.* Within a 5-mile radius of Standiford Field and within a 5-mile radius of Bowman Field extending 2 miles either side of the Standiford Field ILS localizer course from the localizer to the limits of the Fort Knox, Ky., restricted area, extending 2 miles either side of the 122° and 302° True radials of the Louisville omnirange from the Standiford Field control zone to a point 10 miles southeast of the omnirange station, and extending 2 miles either side of the 154° and 334° True radials of the Louisville omnirange from the Bowman Field control zone to a point 10 miles southeast of the omnirange station.

§ 601.2112 *Madison, Wis., control zone.* Within a 5-mile radius of Truax Field, within 2 miles either side of the east course of the Madison radio range extending from the radio range station to a point 10 miles east, and within 2 miles of lines bearing 183° True and 03° True from the outer marker extending from the Truax Field control zone to a point 10 miles south of the outer marker.

§ 601.2113 *Milwaukee, Wis., control zone.* Within a 5-mile radius of General Mitchell Field, within 2 miles either side of the south course of the radio range extending from the radio range station to a point 12 miles south, and within 2 miles either side of the front course of the Milwaukee ILS localizer extending from the localizer to a point 12 miles south of the ILS outer marker.

§ 601.2114 *Minneapolis, Minn., control zone.* Within a 5-mile radius of the Minneapolis-St. Paul International Airport, within 2 miles either side of the southeast course of the Minneapolis radio range extending from the radio range station to a point 12 miles southeast, within 2 miles either side of the southeast (front) course of the Minneapolis ILS localizer extending from the localizer to a point 12 miles southeast of the outer marker, and within 2 miles either side of the northwest (back) course of the ILS localizer extending from the localizer to a point 17 miles northwest of the airport.

§ 601.2115 *Minot, N. Dak., control zone.* Within a 5-mile radius of Port o'Minot Field, within 2 miles either side of the southeast course of the Minot radio range extending from the radio range station to a point 12 miles southeast, and within 2 miles either side of the 254° and 74° True radials of the Minot omnirange extending from the 5-mile

radius zone to a point 12 miles north-east of the omnirange station.

§ 601.2116 *Moline, Ill., control zone.* Within a 5-mile radius of Quad-City Airport, within 2 miles either side of the Quad-City ILS localizer west (front) course extending from the localizer to a point 12 miles west of the outer marker and within 2 miles either side of the ILS localizer east (back) course extending from the localizer to a point 12 miles east of its intersection with the 199° True radial of the Moline omnirange.

§ 601.2117 *Muskegon, Mich., control zone.* Within a 5-mile radius of Muskegon County Airport extending 2 miles either side of the southeast course of the radio range to a point 10 miles southeast of the radio range station, and extending 2 miles either side of the 145° True radial of the Muskegon omnirange to a point 10 miles southeast of the omnirange station.

§ 601.2118 *Hampton Roads, Va., control zone.* Within a 5-mile radius of Langley AFB and within 2 miles either side of the extended centerline of Runway 25 extending from the 5-mile radius zone to a point 6 miles southwest of the Morrison nondirectional radio beacon, excluding the portion which overlaps restricted area R-49.

§ 601.2119 *Peoria, Ill., control zone.* Within a 5-mile radius of Greater Peoria Airport, within 2 miles either side of the north course of the Peoria radio range extending from the radio range station to a point 12 miles north, and within 2 miles either side of the 102° True and 282° True radials of the Peoria omnirange extending from the 5-mile radius zone to a point 12 miles west of the omnirange station.

§ 601.2120 *Rochester, Minn., control zone.* Within a 5-mile radius of the Rochester Airport extending 2 miles either side of the south course of the radio range to a point 10 miles south of the radio range station, and extending 2 miles either side of the 222° and 42° True radials of the Rochester omnirange from the Rochester Airport control zone to a point 10 miles southwest of the omnirange station.

§ 601.2121 *Rockford, Ill., control zone.* Within a 5-mile radius of the Greater Rockford Airport, within 2 miles either side of a line bearing 182° True extending from the Rockford radio range station to the Greater Rockford Airport, within 2 miles either side of the northwest course of the Rockford radio range extending from the radio range station to a point 10 miles northwest, within 2 miles either side of a line extending from the Greater Rockford Airport through the Rockford nondirectional radio beacon to a point 12 miles south of the nondirectional radio beacon, and within 2 miles either side of the 112° True and 292° True radials of the Rockford omnirange station extending from the 5-mile radius zone to a point 12 miles northwest of the omnirange station.

§ 601.2122 *Detroit, Mich., control zone.* Within a 5-mile radius of the Metropolitan Wayne County Airport,

within a 12-mile radius of the Willow Run Airport, within 2 miles either side of the front and back courses of the Willow Run ILS localizer extending from a point 12 miles southwest of the Willow Run outer marker to a point 12 miles northeast of the Ford nondirectional radio beacon, and within 2 miles either side of the front and back courses of the Wayne County ILS localizer extending from a point 12 miles southwest of the Wayne County ILS outer marker to a point 15½ miles northeast of the Wayne County ILS localizer. The pie-shaped area bounded on the north by a line 2 miles south of and parallel to the 282° True radial of the Willow Run TVOR and bounded on the south by a line 2 miles north of and parallel to the 252° True radial of the Willow Run TVOR is excluded.

§ 601.2123 *South Bend, Ind., control zone.* Within a 5-mile radius of St. Joseph County Airport extending 2 miles either side of the west course of the South Bend radio range to the New Carlisle fan marker, extending 2 miles either side of the South Bend, Ind., ILS localizer course from the St. Joseph County Airport control zone to a point 10 miles east of the outer marker, and extending 2 miles either side of the 359° True radial of the South Bend omnirange to a point 10 miles north of the omnirange station.

§ 601.2124 *Roswell, N. Mex., control zone.* Within a 15-mile radius of the Roswell radio range station and within 2 miles either side of the 220° True and 297° True radials of the Roswell omnirange extending from the omnirange station to points 10 miles southwest and northwest.

§ 601.2125 *Terre Haute, Ind., control zone.* Within a 5-mile radius of Hulman Field, Terre Haute, Ind., extending 2 miles either side of the northeast and southwest courses of the Terre Haute radio range to a point 10 miles southwest of the radio range station, and extending 2 miles either side of the 02° True radial of the Terre Haute omnirange from the airport to a point 10 miles north of the omnirange station.

§ 601.2126 *Toledo, Ohio, control zone.* Within a 5-mile radius of Toledo Express Airport and within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles beyond the outer marker.

§ 601.2127 *Youngstown, Ohio, control zone.* Within a 5-mile radius of the Youngstown Municipal airport, within 2 miles either side of the north course of the Youngstown radio range extending from the radio range station to a point 10 miles north, within 2 miles either side of a line bearing 135° True from the airport through the outer compass locator extending to a point 15 miles southeast of the airport, and within 2 miles either side of the 359° True radial of the Youngstown omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2128 *Wilmington, N. C., control zone.* Within a 5-mile radius of the New Hanover County Airport, within 2 miles

either side of a line bearing 337° True extending from the Wilmington nondirectional radio beacon to a point 10 miles northwest and within 2 miles either side of a line bearing 159° True extending from the ILS middle marker to a point 12 miles southeast of the middle marker.

§ 601.2129 *Bowling Green, Ky., control zone.* Within a 5-mile radius of the Bowling Green Municipal Airport extending 2 miles either side of the southeast course of the Bowling Green radio range to a point 10 miles southeast of the radio range station, and extending 2 miles either side of the 203° True radial of the Bowling Green omnirange to a point 10 miles southwest of the omnirange station.

§ 601.2130 *Atlanta, Ga., control zone.* Within a 5-mile radius of the Municipal Airport, within 2 miles either side of the southeast course of the Atlanta radio range from the radio range station to the Jonesboro fan marker, within 2 miles either side of the west (front) course of the ILS localizer extending from the localizer to a point 5 miles west of the ILS outer marker and within 2 miles either side of the east (back) course of the ILS localizer extending from the localizer to a point 13 miles east of the localizer, and within 2 miles either side of the 017° True and 197° True radials of the Atlanta omnirange extending from the 5-mile radius zone to a point 5 miles south of the omnirange station.

§ 601.2131 *Augusta, Ga., control zone.* Within a 5-mile radius of Bush Field, Augusta, Ga., extending 2 miles either side of a direct line from Bush Field to the Augusta, Ga., radio range station and extending 2 miles either side of the west course of the Augusta radio range to a point 10 miles west of the radio range station and within 2 miles either side of the Augusta ILS localizer north (back) course extending to a point 8 miles north of the localizer.

§ 601.2132 *Biloxi, Miss., control zone.* Within a 5-mile radius of Keesler AFB and within 2 miles either side of the northeast course of Keesler AFB radio range, extending 5 miles northeast of the radio range station.

§ 601.2133 *Birmingham, Ala., control zone.* Within a 5-mile radius of Birmingham Airport and within 2 miles either side of the north course of the Birmingham, Ala., radio range, extending 10 miles north of the Birmingham, Ala., radio range station.

§ 601.2134 *Charleston, S. C., control zone.* Within a 5-mile radius of the Charleston Municipal Airport, within 2 miles either side of the northwest course of the Charleston radio range extending from the radio range station to the Summerville fan marker and within 2 miles either side of the 161° True and 341° True radials of the Charleston omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2135 *Charlotte, N. C., control zone.* Within a 5-mile radius of Douglas Airport, within 2 miles either side of

the south course of the Charlotte radio range extending from the radio range station to the Fort Mill fan marker, and within 2 miles either side of the Charlotte ILS localizer course extending from the localizer to a point 10 miles southwest of the outer marker and within 2 miles either side of the 005° True and 185° True radials of the Charlotte omnirange extending from the 5-mile radius zone to a point 10 miles south of the omnirange station.

§ 601.2136 *Newport News, Va., control zone.* Within a 5-mile radius of Patrick Henry Airport and within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles southwest of the outer marker, excluding the portion which overlaps the Hampton Roads, Va. (Langley AFB) control zone.

§ 601.2137 *Columbia, S. C., control zone.* Within a 5-mile radius of the Columbia Airport, within 2 miles either side of the east and west courses of the Columbia radio range extending from the airport to a point 5 miles east of the radio range station, and within 2 miles either side of the 325° True and 145° True radials of the Columbia omnirange extending from the airport control zone to a point 10 miles southeast of the omnirange station, and within a 5-mile radius of Owens Field, Columbia, S. C., and 2 miles either side of the southeast course of the Columbia radio range extending from the radio range station to a point 10 miles southeast.

§ 601.2138 *Crestview, Fla., control zone.* Within a 5-mile radius of the Crestview Airport, within 2 miles either side of the east course of the Crestview radio range extending from the radio range station to a point 10 miles east, and within 2 miles either side of the 110° and 290° True radials of the Crestview omnirange extending from the airport control zone to a point 10 miles west of the omnirange station.

§ 601.2139 *Cross City, Fla., control zone.* Within a 5-mile radius of the Cross City Airport, within 2 miles either side of the southeast course of the Cross City radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 118° True radial of the Cross City omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2140 *Daytona Beach, Fla., control zone.* Within a 5-mile radius of the Daytona Beach Airport, within 2 miles either side of the west course of the Daytona Beach radio range extending from the radio range station to a point 10 miles west, and within 2 miles either side of the 64° True and 244° True radials of the Daytona Beach omnirange extending from the 5-mile radius control zone to a point 10 miles southwest of the omnirange station.

§ 601.2141 *Dothan, Ala., control zone.* Within a 5-mile radius of Dothan Airport and within 2 miles either side of the southwest course of Dothan, Ala., radio range, extending 10 miles southwest of the radio range station, excluding the portion above 19,000 feet which lies with-

in the Tyndall AFB restricted area (R-336), between sunset and sunrise.

§ 601.2142 *Florence, S. C., control zone.* Within a 5-mile radius of the Florence Municipal Airport, within 2 miles either side of the southeast course of the Florence radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 51° True and 231° True radials of the Florence omnirange extending from the airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2143 *Fort Myers, Fla., control zone.* Within a 5-mile radius of Page Field, Fort Myers, Fla., within 2 miles either side of a line bearing 220° True extending from the Fort Myers nondirectional radio beacon to a point 10 miles southwest, and within 2 miles either side of the 224° True radial of the Fort Myers omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.2144 *Greensboro, N. C., control zone.* Within a 5-mile radius of the Greensboro High Point Airport, within 2 miles either side of the northeast course of the Greensboro radio range extending from the radio range station to a point 10 miles northeast, and within 2 miles either side of the 204° True radial of the Greensboro omnirange extending from the omnirange station to a point 10 miles southwest excluding the portion which overlaps the Smith-Reynolds Airport, Winston-Salem, N. C., control zone.

§ 601.2145 *Greenville, S. C., control zone.* Within a 5-mile radius of the Greenville Airport and within 2 miles either side of the south course of Greenville, S. C., radio range, extending 10 miles south of the radio range station.

§ 601.2146 *Greenwood, Miss., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the east course of Greenwood, Miss., radio range extending 10 miles east of the radio range station and within 2 miles either side of the 066° True and 246° True radials of the Greenwood omnirange extending from the airport to a point 10 miles southwest of the omnirange station.

§ 601.2147 *Waterloo, Iowa, control zone.* Within a 5-mile radius of the Waterloo Municipal Airport and within 2 miles either side of the 78° True, 200° True, 238° True, 314° True and 356° True radials of the Waterloo omnirange extending from the omnirange station to points 12 miles east, south, southwest, northwest and north of the omnirange station.

§ 601.2148 *Jackson, Miss., control zone.* Within a 5-mile radius of Hawkins Airport extending 2 miles either side of the north course of the Jackson radio range to the Flora Fan Marker and within 2 miles either side of the 162° True and 342° True radials of the Jackson omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2149 *Jacksonville, Fla., control zone.* Within a 5-mile radius of Imeson

Airport, within 2 miles either side of the 64° True radial of the Jacksonville omnirange extending from the omnirange station to a point 10 miles northeast, within 2 miles either side of the east course of the Jacksonville radio range extending from the radio range station to the Fort George Island fan marker and including the airspace within a 3-mile radius of Mayport Naval Auxiliary Air Station and within 2 miles either side of a line bearing 51° True extending from the Mayport NAAS nondirectional radio beacon to a point 10 miles northeast.

§ 601.2150 *Key West, Fla., control zone.* Within a 5-mile radius of Meacham Field and within a 5-mile radius of Boca Chica Naval Air Station, Key West, Fla., within 2 miles either side of the west course of the Key West radio range extending from the radio range station to a point 10 miles west, within 2 miles either side of a 242° True bearing from the Key West radio range station extending from the Meacham Field 5-mile radius zone to a point 10 miles southwest of the radio range station; within 2 miles either side of the 313° True and the 273° True radials of the Key West omnirange extending to points 10 miles northwest and west of the omnirange station.

§ 601.2151 *Knoxville, Tenn., control zone.* Within a 5-mile radius of the McGhee-Tyson Airport extending 2 miles either side of the north course of the radio range to the Inskip fan marker.

§ 601.2152 *Macon, Ga., control zone.* Within a 5-mile radius of Cochran Field extending 2 miles either side of the northwest course of the radio range to a point 10 miles northwest of the range station.

§ 601.2153 *Melbourne, Fla., control zone.* Within a 5-mile radius of the Melbourne-Eau Gallie Airport and within a 5-mile radius of the Patrick AFB extending 2 miles either side of the north course of the Melbourne radio range from the radio range station to a point 10 miles north.

§ 601.2154 *Memphis, Tenn., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the south course of Memphis, Tenn., radio range extending to the Nesbitt fan marker and within 2 miles either side of the 109° True radial of the Memphis omnirange extending from the airport control zone to a point 10 miles east of the omnirange station.

§ 601.2155 *Meridian, Miss., control zone.* Within a 5-mile radius of Key Field, Meridian, Miss., within 2 miles either side of the northwest course of the Meridian radio range extending from the radio range station to a point 10 miles northwest, and within 2 miles either side of the 314° True radial of the Meridian omnirange extending from the omnirange station to a point 10 miles northwest.

§ 601.2156 *Miami, Fla., control zone.* Within a 5-mile radius of Miami International Airport and within 2 miles either side of the east and west courses of the Miami radio range extending from the five mile radius zone to a point 10

miles west of the radio range station and within 2 miles either side of the back course of the Miami ILS localizer extending from the localizer to a point 10 miles east.

§ 601.2157 *Mobile, Ala., control zone.* Within a 5-mile radius of Bates Field, Mobile, Ala., and within 2 miles either side of the 112° and 292° True radials of the Mobile omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2158 *Grandview, Mo., control zone.* Within a 5-mile radius of Grandview Air Force Base excluding the portion lying north of Lat. 38°52'30" and west of Long. 94°35'50", and including the airspace within 2 miles either side of a line bearing 183° True extending from the Air Force Base to a point 10 miles south of the Cleveland, Mo., nondirectional radio beacon.

§ 601.2159 *Montgomery, Ala., control zone.* Within a 5-mile radius of Dannelly Field; within a 5-mile radius of Maxwell Air Force Base; within 2 miles either side of the north and west courses of the Maxwell AFB radio range extending from the radio range station to points 10 miles north and west of the station; within 2 miles either side of a line bearing 276° True from Dannelly Field through the Dannelly ILS outer marker to a point 5 miles west of the outer marker, and within 2 miles either side of the 321° True and 141° True radials of the Montgomery omnirange extending from the Dannelly Field control zone to a point 5 miles southeast of the omnirange station.

§ 601.2160 *Muscle Shoals, Ala., control zone.* Within a 5-mile radius of Muscle Shoals Airport, within 2 miles either side of the southeast course of the Muscle Shoals radio range extending to a point 10 miles southeast of the radio range station, and within 2 miles either side of the 112° True and 292° True radials of the Muscle Shoals omnirange extending from the 5-mile radius zone to a point 10 miles southeast of the omnirange station.

§ 601.2161 *Nashville, Tenn., control zone.* Within a 5-mile radius of Berry Field and within 2 miles either side of the east course of Nashville, Tenn., radio range extending to the Mount Juliet fan marker.

§ 601.2162 *Orlando, Fla., control zone.* Within a 5-mile radius of the Orlando Municipal Airport and within a 5-mile radius of Pinecastle AFB, within 2 miles either side of the northeast course of the Orlando radio range extending from the radio range station to a point 10 miles northeast and within 2 miles either side of a direct line extending from the Pinecastle AFB through the Pinecastle nondirectional radio beacon to a point 10 miles south of the Air Force Base.

§ 601.2163 *Pensacola, Fla., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the south course of Pensacola, Fla., radio range, extending 10 miles south of the radio range station and within 2 miles either side of the ILS lo-

calizer northwest course extending from the localizer to a point 15 miles northwest."

§ 601.2164 *Raleigh, N. C., control zone.* Within a 5-mile radius of Raleigh-Durham Airport and within 2 miles either side of the southeast course of Raleigh, N. C., radio range, extending 10 miles southeast of the radio range station.

§ 601.2165 *Savannah, Ga., control zone.* Within a 5-mile radius of Travis Field including the airspace within a 5-mile radius of Hunter Air Force Base, within 2 miles either side of the centerline of the east-west runway of Hunter AFB extending from the end of the runway to a point 10 miles east, within 2 miles either side of the centerline of the east-west runway of Travis Field extending from the end of the runway to a point 10 miles west, within 2 miles either side of the northwest and southeast courses of the Savannah radio range extending from the Travis Field control zone to a point 10 miles southeast of the radio range station, and within 2 miles either side of the 245° True and 65° True radials of the Savannah omnirange extending from Travis Field to a point 10 miles northeast of the omnirange station.

§ 601.2166 *Spartanburg, S. C., control zone.* Within a 5-mile radius of Memorial Airport and within 2 miles either side of the southwest course of Spartanburg, S. C., radio range, extending 10 miles southwest of the radio range station.

§ 601.2167 *Tallahassee, Fla., control zone.* Within a 5-mile radius of Dale Mabry Field, within 2 miles either side of the northwest course of the Tallahassee radio range extending from the radio range station to a point 10 miles northwest, and within 2 miles either side of the 162° True and 342° True radials of the Tallahassee omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station, excluding the airspace above 19,000 feet overlapping Tyndall AFB restricted area (R-336) between sunset and sunrise.

§ 601.2168 *Tampa, Fla., control zone.* That airspace within a 5-mile radius of the Tampa International Airport, within a 5-mile radius of McDill Air Force Base, within 2 miles either side of a line extending from the Tampa International Airport to the Tampa radio range station and within 2 miles either side of the southeast course of the Tampa radio range extending to a point 10 miles southeast of the radio range station, within a 5-mile radius of the Pinellas County Airport and 2 miles either side of a line extending from Pinellas County Airport to the Tampa radio range station, and within 2 miles either side of the 340° True radial of the Tampa omnirange extending from the Pinellas County Airport control zone to a point 10 miles northwest of the omnirange station and that airspace within 5 miles either side of a direct line extending from the Pinellas County Airport to the Tampa International Airport.

§ 601.2169 *Tri-City, Tenn., control zone.* Within a 5-mile radius of the Tri-

City Airport and within 2 miles either side of the northeast course of Tri-City, Tenn., radio range extending 10 miles northeast of the radio range station.

§ 601.2170 *West Palm Beach, Fla., control zone.* Within a 5-mile radius of Palm Beach Air Force Base and within 2 miles either side of the west course of West Palm Beach, Fla., radio range extending 10 miles west of the radio range station.

§ 601.2171 *Winston-Salem, N. C., control zone.* Within a 5-mile radius of Smith-Reynolds Airport and within 2 miles either side of the southeast and northwest courses of Winston-Salem radio range extending 10 miles southeast of the radio range station.

§ 601.2172 *Alma, Ga., control zone.* Within a 5-mile radius of Alma Intermediate Field and within 2 miles either side of the northwest course of the Alma, Ga., radio range extending 10 miles northwest of the radio range station.

§ 601.2173 *Bakersfield, Calif., control zone.* Within a 5-mile radius of the Bakersfield-Kern County Airport and within 2 miles either side of the northwest course of Bakersfield, Calif., radio range extending 11 miles northwest of the radio range station.

§ 601.2174 *Burbank, Calif., control zone.* Within a 5-mile radius of the Lockheed Air Terminal, Burbank, including the airspace within a 5-mile radius of the San Fernando Valley Airport, Van Nuys, Calif., and the airspace within a 3-mile radius of the Grand Central Airport, Glendale, Calif.

§ 601.2175 *El Centro, Calif., control zone.* Within a 5-mile radius of the Naval Air Station extending to and including a 2-mile radius of the El Centro radio range station and 2 miles either side of the east course of the El Centro radio range to a point 10 miles east of the radio range station.

§ 601.2176 *Fresno, Calif., control zone.* Within a 5-mile radius of Fresno Air Terminal and within a 3-mile radius of Fresno-Chandler Municipal Airport, and within 2 miles either side of the west and southeast courses of the Fresno radio range extending from the radio range station to points 10 miles west and southeast.

§ 601.2177 *Las Vegas, Nev., control zone.* Within a 5-mile radius of McCarran Field, Las Vegas, Nev., extending 2 miles either side of the southwest course of the Las Vegas, Nev., radio range to and including a 5-mile radius of the Las Vegas, Nev., Air Force Base.

§ 601.2178 *Long Beach, Calif., control zone.* That airspace within a 5-mile radius of Long Beach Municipal Airport including the airspace within a 5-mile radius of NAS Los Alamitos, Calif., and the airspace within 2 miles either side of the southeast course of the Long Beach radio range extending from the radio range station to a point 14 miles southeast, excluding the portion in conflict with El Toro MCAF control zone.

§ 601.2179 *Los Angeles, Calif., control zone.* Within a 5-mile radius of the Los

Angeles International Airport, within 2 miles either side of the ILS east course extending from the localizer to a point 6 miles east of the airport, and within 2 miles either side of a line bearing 338° True from the Los Angeles nondirectional radio beacon extending to the Burbank, Calif., control zone.

§ 601.2180 *Oakland, Calif., control zone.* Within a 5-mile radius of the Metropolitan Oakland International Airport, within 2 miles on the northeast side and 5 miles on the southwest side of the northwest course of the Oakland radio range extending from the radio range station to a point 10 miles northwest, within 8 miles on the northwest side and 3¼ miles on the southeast side of the southwest course of the Oakland radio range extending from the radio range station to a point 6 miles southwest, and within 2 miles on the southwest side and 7 miles on the northeast side of the southeast course of the Oakland radio range extending from the radio range station to the Fremont fan marker.

§ 601.2181 *Ogden, Utah, control zone.* Within a 5-mile radius of Hill Air Force Base, Ogden, Utah, including the airspace within a 5-mile radius of the Ogden Municipal Airport, and within 2 miles either side of the 345° True and 166° True radials of the Ogden omnirange extending to a point 10 miles north of the omnirange station and southward to the Layton, Utah, fan marker.

§ 601.2182 *Palmdale, Calif., control zone.* Within a 5-mile radius of Palmdale Airport and within 2 miles either side of the northeast course of the Palmdale radio range extending from the radio range station to Muroc Lake Restricted Area R-279.

§ 601.2183 *Grand Junction, Colo., control zone.* Within a 5-mile radius of Walker Field, Grand Junction, Colo., within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles northwest.

§ 601.2184 *Prescott, Ariz., control zone.* Within a 5-mile radius of the Municipal Airport (Ernest Love Field) and within 2 miles either side of the southeast course of Prescott, Ariz., radio range to and including the area within a 2-mile radius of Prescott radio range station.

§ 601.2185 *Sacramento, Calif., control zone.* The airspace within circles of 5-mile radii centered on the Sacramento Municipal Airport and the McClellan Air Force Base and within lines drawn tangent thereto, including the airspace within 2 miles either side of the southwest course of the Sacramento radio range extending from the radio range station to a point 10 miles southwest and within 2 miles either side of a line bearing 358° True extending from McClellan AFB to Red civil airway No. 76.

§ 601.2186 *San Diego, Calif., control zone.* Within a 5-mile radius of Lindbergh Field, San Diego, Calif., and within 2 miles either side of the north course of the San Diego radio range extending from the radio range station to the La Jolla fan marker and within 2 miles

either side of the 295° True radial of the San Diego terminal omnirange extending from the terminal omnirange station to a point 10 miles northwest.

§ 601.2187 *San Francisco, Calif., control zone.* Within a 5-mile radius of the San Francisco International Airport, within 2 miles either side of the northwest course of the San Francisco radio range extending from the radio range station to a point 10 miles northwest, within 10 miles on the northwest side and 7½ miles on the southeast side of the northeast course of the San Francisco radio range extending from the radio range station to a point 9 miles northeast, and within 2 miles on the southwest side of the southeast course of the San Francisco radio range extending from the radio range station to a point 5 miles southeast. The portions of this control zone which overlap the Oakland, Calif., control zone are excluded.

§ 601.2188 *Salt Lake City, Utah, control zone.* Within a 5-mile radius of Municipal Airport No. 1, within 2 miles either side of the north course of Salt Lake City, Utah, radio range, extending to Layton fan marker and within 2 miles either side of the west course of the Salt Lake City radio range, extending 10 miles west of the radio range station.

§ 601.2189 *Olathe, Kans., control zone.* Within a 10-mile radius of the Naval Air Station excluding that portion which lies within Green civil airway No. 4 and extending 2 miles either side of the south course of the Olathe, Kans., Navy radio range to a point 10 miles south of the radio range station.

§ 601.2190 *Atlantic City, N. J., control zone.* Within a 7-mile radius of the Naval Air Station extending 2 miles on the southwest side of the southeast course of the Atlantic City, N. J., radio range to and including the airspace bounded on the west by a line bearing 174° True from the Naval Air Station, bounded on the southeast by a line lying 3 nautical miles off-shore, and bounded on the northeast by a line bearing 112° True from the Naval Air Station.

§ 601.2191 *Zanesville, Ohio, control zone.* Within a 5-mile radius of the Zanesville Municipal Airport and within 2 miles either side of a line bearing 210° True from the Municipal Airport extending from the airport to a point 10 miles southwest.

§ 601.2192 *Ontario, Calif., control zone.* Within a 5-mile radius of the Ontario International Airport and within 2 miles either side of a line bearing 89° True extending from the airport to the centerline of the northwest course of the Riverside, Calif., radio range.

§ 601.2193 *Kahului, Maui, T. H., control zone.* Within a 5-mile radius of the Kahului Airport extending 2 miles either side of the north course of the Maui radio range to the Maui radio range station.

§ 601.2194 *Hilo, Hawaii, T. H., control zone.* Within a 5-mile radius of the Hilo General Lyman Airport extending 2 miles either side of the east course of the

Hilo radio range to a point 10 miles east of the radio range station.

§ 601.2195 *Windsor Locks, Conn., control zone.* Within a 5-mile radius of Bradley Field extending 2 miles either side of the ILS localizer course to a point 10 miles from the ILS localizer.

§ 601.2196 *Wilmington, Del., control zone.* Within a 5-mile radius of the New Castle County Airport extending 2 miles either side of the south course of the New Castle radio range to a point 10 miles south of the radio range station.

§ 601.2197 *Morgantown, W. Va., control zone.* Within a 5-mile radius of the Morgantown Airport extending 2 miles either side of the southeast and northwest courses of the Morgantown radio range to a point 10 miles northwest of the radio range station.

§ 601.2198 *Montpelier, Vt., control zone.* Within a 5-mile radius of the Barre-Montpelier Airport extending 2 miles either side of the northeast course of the Montpelier radio range to a point 10 miles northeast of the radio range station.

§ 601.2199 *Syracuse, N. Y., control zone.* Within a 5-mile radius of the Clarence E. Hancock Airport, within 2 miles either side of the Syracuse ILS localizer east course extending from the localizer to a point 10 miles east of the outer marker, within 2 miles either side of a direct line extending westward from the airport to the Syracuse radio range station thence within 2 miles either side of the west course of the radio range extending from the radio range station to a point 10 miles west, and the airspace within 2 miles either side of the 120° True and 300° True radials of the Syracuse omnirange extending to a point 10 miles northwest of the omnirange station.

§ 601.2200 *Allentown, Pa., control zone.* Within a 5-mile radius of Allentown-Bethlehem-Easton Airport and within 2 miles either side of the northeast course of the Allentown radio range extending from the radio range station to a point 10 miles northeast; within 2 miles either side of the ILS localizer course extending from the airport to a point 10 miles beyond the outer marker, and within 2 miles either side of the 347° True radial of the Allentown omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2201 *Williamsport, Pa., control zone.* Within a 5-mile radius of the Lycoming County Airport extending 2 miles either side of the west course of the Williamsport radio range to the radio range station.

§ 601.2202 *Philadelphia, Pa., control zone.* Within a 5-mile radius of the North Philadelphia Airport extending 2 miles either side of the northeast course of the Philadelphia radio range to a point 10 miles northeast of the radio range station.

§ 601.2203 *Martinsburg, W. Va., control zone.* Within a 5-mile radius of the Martinsburg Airport extending 2 miles either side of the southwest course of the Martinsburg radio range to a point 10

miles southwest of the radio range station.

§ 601.2204 *Presque Isle, Maine, control zone.* Within a 5-mile radius of the Presque Isle AFB extending 5 miles either side of the south course of the Spragueville radio range to a point 10 miles south of the radio range station.

§ 601.2205 *Chincoteague, Va., control zone.* Within a 5-mile radius of the Naval Air Station extending 2 miles either side of the west course of the Chincoteague radio range to a point 8 miles west of the radio range station excluding that portion which lies within restricted areas.

§ 601.2206 *New York, N. Y., control zone.* Within a 5-mile radius of LaGuardia Field extending 5 miles to either side of the northeast course of the LaGuardia field radio range to the Fort Chester fan marker.

§ 601.2207 *White Plains, N. Y., control zone.* Within a 5-mile radius of the Westchester County Airport extending 2 miles either side of the ILS localizer course to the ILS outer marker.

§ 601.2208 *Stockton, Calif., control zone.* Within a 5-mile radius of the Stockton Field Airport extending 2 miles either side of the southeast course of the Stockton radio range to a point 10 miles southeast of the radio range station.

§ 601.2209 *Tucson, Ariz., control zone.* Within a 5-mile radius of the Davis-Monthan AFB extending to and including a 5-mile radius of Tucson Municipal Airport No. 2.

§ 601.2210 *Santa Barbara, Calif., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the west course of the Santa Barbara radio range to a point 10 miles west of the radio range station.

§ 601.2211 *Beeville, Tex., control zone.* Within a 5-mile radius of NAAS Chase Field, Beeville, Tex., and within 2 miles either side of a line bearing 139° True from Chase Field extending to a point 8 miles south of Chase Field and within 2 miles either side of a direct line extending from Chase Field to the Normanna nondirectional radio beacon.

§ 601.2212 *Sumter, S. C., control zone.* Within a 5-mile radius of Shaw AFB, Sumter, S. C., extending 2 miles either side of the southwest course of the Shaw AFB radio range to a point 10 miles southwest of the radio range station.

§ 601.2213 *Salina, Kans., control zone.* Within a 5-mile radius of the Smoky Hill AFB and within a 5-mile radius of the Salina Municipal Airport extending 2 miles either side of the 142° True and 322° True radials of the Salina, Kans., omnirange from the Salina Municipal Airport to a point 10 miles northwest of the omnirange station, and extending 2 miles either side of the 10° True and 190° True radials of the Salina, Kans., omnirange from the Smoky Hill AFB to a point 10 miles north-northeast of the omnirange station including that airspace lying in a clockwise direction between the 322° True and 10° True radials of the Salina omnirange within a

10 mile radius of the Salina omnirange station.

§ 601.2214 *Goodland, Kans., control zone.* Within a 5-mile radius of the Goodland, Kans., Municipal Airport and within 2 miles either side of the 22° True radial of the Goodland omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2215 *San Juan, P. R., control zone.* Within an 8-statute-mile radius of a point at lat. 18°27'00" N., long. 66°03'00" W., within 2 statute miles either side of the west course of the San Juan radio range extending from the radio range station to a point 10 miles west, and within 2 miles either side of a 277° True bearing extending from the San Juan nondirectional beacon to a point 10 miles west.

§ 601.2216 *Seattle, Wash., control zone.* Within a 5-mile radius of the Naval Air Station extending 1½ miles either side of a track 341° True to a point 7 miles northwest of the airport excluding that portion west of a line connecting Latitude 47°44'00", Longitude 122°20'10" and Latitude 47°37'00", Longitude 122°19'10".

§ 601.2217 *Aberdeen, S. Dak., control zone.* Within a 5-mile radius of the Aberdeen Municipal Airport (Saunders Field), within 2 miles either side of the south course of the Aberdeen radio range extending from the radio range station to a point 12 miles south, and within 2 miles either side of the 131° True radial of the Aberdeen omnirange extending from the omnirange station to a point 12 miles southeast.

§ 601.2218 *Sioux Falls, S. Dak., control zone.* Within a 5-mile radius of Sioux Falls Municipal Airport (Foss Field), within 2 miles either side of the northwest course of the Sioux Falls radio range extending from the radio range station to a point 12 miles northwest, within 2 miles either side of the 336° True radial of the Sioux Falls omnirange extending from the omnirange station to a point 12 miles northwest, and within 2 miles either side of the northeast (back) course of the Sioux Falls ILS localizer extending from the localizer to a point 16 miles northeast.

§ 601.2219 *Cedar Rapids, Iowa, control zone.* Within a 5-mile radius of the Cedar Rapids Municipal Airport and within 2 miles either side of a line bearing 266° True extending from the airport to a point 10 miles west, and within 2 miles either side of a line bearing 90° True extending from the airport to a point 10 miles east.

§ 601.2220 *Lubbock, Tex., control zone.* Within a 5-mile radius of Lubbock Municipal Airport, within a 5-mile radius of Reese AFB, within 2 miles either side of the east course of the Lubbock radio range extending from Lubbock Municipal Airport to the radio range station and within 2 miles either side of the north course of the radio range extending from the radio range station to the Roundup fan marker, within 2 miles either side of the 302° True and 122° True radials of the Lub-

bock omnirange extending from the Lubbock airport control zone to a point 10 miles northwest of the omnirange station and within 2 miles either side of a 180° True Track from the Lubbock ILS outer marker compass locator extending from the outer marker compass locator to the airport control zone boundary.

§ 601.2221 *La Crosse, Wis., control zone.* Within a 5-mile radius of the La Crosse Municipal Airport extending 2 miles either side of the northwest course of the La Crosse radio range to a point 10 miles northwest, 2 miles either side of the 227° radial of the La Crosse terminal omnirange to a point 12 miles southwest, and 2 miles either side of the 146° radial of the La Crosse omnirange to a point 10 miles southeast.

§ 601.2222 *Austin, Tex., control zone.* Within a 10-mile radius of Robert Mueller Airport including a 5-mile radius of Bergstrom AFB and within 2 miles either side of the 04° True radial of the Austin omnirange extending from the omnirange station to a point 10 miles north and within 2 miles either side of the centerline of the Bergstrom AFB north-south runway extending from the Air Force Base 5-mile radius zone to a point 3 miles south of the Bergstrom nondirectional radio beacon.

§ 601.2223 *Charleston, W. Va., control zone.* Within a 5-mile radius of the Kanawha County Airport, extending 2 miles either side of the ILS localizer course to a point 10 miles northeast of the outer marker, and within 2 miles either side of the east and west courses of the Charleston, W. Va., radio range extending from the localizer course to a point 10 miles west of the radio range station, and within 2 miles either side of the 061° True and 241° True radials of the Charleston omnirange extending from the 5-mile radius zone to a point 10 miles southwest of the omnirange station.

§ 601.2224 *Anderson, S. C., control zone.* Within a 5-mile radius of the Anderson Airport extending 2 miles either side of the southwest course of the Spartanburg, S. C., radio range to a point 10 miles southwest of the Anderson Airport.

§ 601.2225 *Mansfield, Ohio, control zone.* Within a 5-mile radius of the Mansfield Municipal Airport extending 2 miles either side of a track 308° True to a point 10 miles northwest of the airport and extending 2 miles either side of the 130° and 310° True radials of the Mansfield omnirange from the Mansfield Municipal Airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2226 *Springfield, Ill., control zone.* Within a 5-mile radius of Capital Airport, Springfield, Ill., within 2 miles either side of the northeast and southwest courses of the Springfield radio range extending from the airport to a point 12 miles southwest of the radio range station, within 2 miles either side of the 40° True radial of the Springfield omnirange extending from the omnirange station to a point 12 miles northeast, and within 2 miles either side of 42° True and 222° True bearings from

the ILS outer compass locator extending from the 5-mile radius zone to a point 12 miles southwest of the outer compass locator.

§ 601.2227 *Dover, Del., control zone.* Within a 6-mile radius of Dover Air Force Base, within 2 miles either side of the Dover ILS localizer course extending from the Air Force Base to a point 10 miles south of the ILS localizer outer marker, and within 2 miles either side of a line bearing 126° True extending from the Dover AFB nondirectional radio beacon to a point 10 miles southeast, excluding the portion which overlaps restricted area (R-12).

§ 601.2228 *Fairbanks, Alaska, control zone.* Within a 5-mile radius of Ladd Air Force Base, within a 5-mile radius of Fairbanks International Airport, and within 5 miles either side of a line bearing 39° True extending from the Fairbanks International Airport to the ILS outer marker.

§ 601.2229 *Fairfield, Calif., control zone.* Within a 5-mile radius of Travis Air Force Base, within 2 miles either side of the southwest course of the Travis AFB radio range extending from the Air Force Base to a point 20 miles southwest of the AFB, and within 3 miles either side of the southwest and northeast courses of the radio range extending from the Air Force Base to a point 15 miles of northeast of the AFB.

§ 601.2230 *Brunswick, Ga., control zone.* Within a 5-mile radius of McKinnon Airport, within 2 miles either side of a line bearing 226° True extending from the Brunswick nondirectional radio beacon to a point 10 miles southwest, and within 2 miles either side of the 23° True and 203° True radials of the Brunswick omnirange extending from the five mile radius zone to a point 10 miles south of the omnirange station.

§ 601.2231 *Vero Beach, Fla., control zone.* Within a 5-mile radius of the Vero Beach Municipal Airport extending 2 miles either side of a track 291° True to a point 10 miles west of the airport.

§ 601.2232 *Norfolk, Va., control zone.* Within a 5-mile radius of the Naval Air Station and within 2½ miles either side of the west course of the Norfolk, Va., Navy radio range extending to a point 2½ miles west of the Eclipse Fan Marker excluding the portion overlapping the Norfolk Municipal Airport control zone.

§ 601.2233 *Quonset Point, R. I., control zone.* Within a 5-mile radius of the Naval Air Station excluding that portion which lies within the Providence, R. I., control zone.

§ 601.2234 *Miami, Fla., control zone.* Within a 5-mile radius of the MCAS, Miami, Fla. centered on Latitude 25°52'45", Longitude 80°15'00", excluding that portion which lies within the Miami International Airport control zone.

§ 601.2235 *Truth or Consequences, N. Mex., control zone.* Within a 5-mile radius of the Truth or Consequences Municipal Airport extending 2 miles either side of the 13° True radial of the

Truth or Consequences omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2236 *Whidbey Island, Wash., control zone.* Within a 5-mile radius of the Naval Air Station (Ault Field) extending to and including a 5 mile radius of the Whidbey Island Seaplane Base (Oak Harbor), Wash., excluding that portion lying within restricted areas.

§ 601.2237 *Dyersburg, Tenn., control zone.* Within a 5-mile radius of the Dyersburg Municipal Airport and within 2 miles either side of a line bearing 95° True extending from the Dyersburg nondirectional radio beacon to a point 10 miles east of the Dyersburg Municipal Airport and within 2 miles either side of the 78° true radial of the Dyersburg omnirange extending from the airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2238 *New York, N. Y., control zone.* Within a 5-mile radius of New York International Airport including a 5-mile radius of Floyd Bennett NAS, within 2 miles either side of a line bearing 121° True extending from the Idlewild nondirectional radio beacon to its intersection with the southwest course of the Mitchel AFB radio range, within 2 miles either side of a line bearing 211° True extending from the Idlewild nondirectional radio beacon to its intersection with the northeast course of the Philadelphia, Pa., radio range, and within 2 miles either side of a direct line extending from the Scotland, N. Y., nondirectional radio beacon to the Floyd Bennett Naval Air Station.

§ 601.2239 *Cordova, Alaska, control zone.* Within a 5-mile radius of the Cordova (Mile 13) Airport, within 5 miles either side of a line extending from the airport to the Cordova (localizer) radio range station and within 5 miles either side of the southeast and southwest courses of the Cordova (localizer) radio range extending from the radio range station to Amber civil airway No. 1.

§ 601.2240 *Milton, Fla., control zone.* Within a 5-mile radius of North Whiting Naval Air Station extending 2 miles either side of the northwest course of the North Whiting (Navy) radio range to a point 10 miles northwest of the radio range station.

§ 601.2241 *Macon, Ga., control zone.* Within a 5-mile radius of Robbins AFB excluding that portion overlapping the Cochran Field control zone.

§ 601.2242 *Lexington, Ky., control zone.* Within a 5-mile radius of the Blue Grass Airport, Lexington, Ky., within 2 miles either side of a line bearing 222° True from the Lexington nondirectional radio beacon to a point 10 miles southwest of the non-directional beacon and within 2 miles either side of the 303° and 123° True radials of the Lexington omnirange extending from the Blue Grass Airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2243 *Hempstead, N. Y., control zone.* Within a 5-mile radius of Mitchel Air Force Base extending 2 miles either

side of the southeast course of the Mitchel AFB radio range to the Babylon fan marker.

§ 601.2244 *Quantico, Va., control zone.* Within a 5-mile radius of the Marine Corps Air Station, excluding that portion overlapping restricted areas.

§ 601.2245 *Chanute, Kans., control zone.* Within a 5-mile radius of the Chanute Airport, within 2 miles either side of the east course of the Chanute radio range extending from the radio range station to a point 12 miles east, and within 2 miles either side of the 62° True and the 242° True radials of the Chanute omnirange extending from the airport to a point 12 miles southwest of the omnirange station.

§ 601.2246 *Oklahoma City, Okla., control zone.* Within a 5-mile radius of Will Rogers Municipal Airport including the airspace within 2 miles either side of the west course of the Oklahoma City radio range extending from the radio range station to the Mustang fan marker; within 2 miles either side of the south (front) course of the ILS localizer extending to a point 5 miles south of the ILS outer marker and within 2 miles either side of the north (back) course of the ILS localizer extending to a point 5 miles north of Tulakes nondirectional radio beacon; within 2 miles either side of the 107° True and 287° True radials of the Oklahoma City omnirange extending from the 5-mile radius zone to a point 5 miles west of the omnirange station; within a 5-mile radius of Tulakes Airport and within 2 miles either side of the 50° True radial of the Oklahoma City omnirange extending between the Tulakes Airport 5-mile radius zone and the omnirange station; within 2 miles either side of a direct line between the Will Rogers Municipal Airport and Tinker Air Force Base including a 5-mile radius of Tinker AFB, and within 2½ miles either side of the south and north courses of the Tinker AFB radio range extending from Tinker AFB to a point 2½ miles north of the Spencer fan marker.

§ 601.2247 *Abilene, Tex., control zone.* Within a 5-mile radius of Abilene Municipal Airport, within 2 miles either side of the north course of the Abilene radio range extending from the radio range station to a point 10 miles north; within 2 miles either side of a direct line extending from the Abilene radio range station to and including a 5-mile radius of Dyess Air Force Base; within 2 miles either side of the 292° True and 112° True radials of the Abilene omnirange extending from the Abilene Municipal Airport 5-mile radius zone to a point 5 miles northwest of the omnirange station; within 2 miles either side of the 354° True radial of the Abilene omnirange extending from the omnirange station to a point 10 miles north; and within 2 miles either side of the center line of Dyess AFB north/south runway 16/34 extending to a point 10 miles south of the end of the runway.

§ 601.2248 *San Antonio, Tex., control zone.* Within a 5-mile radius of the San Antonio Airport extending 2 miles either

side of the north course of the San Antonio radio range to the Cibola Creek fan marker.

§ 601.2249 *Corpus Christi, Tex., control zone.* Within a 3-mile radius of Cliff Maus Airport, within 2 miles either side of the northwest course of the Corpus Christi radio range extending from the radio range station to the Odem fan marker and within 1 mile either side of a straight line extending from Cliff Maus Airport to Cuddihy Field to include a 2-mile radius of Cuddihy Field and within 2 miles either side of the 178°-358° True radials of the Corpus Christi omnirange extending from the Cliff Maus Airport control zone to a point 10 miles north of the omnirange station.

§ 601.2250 *Tyler, Tex., control zone.* Within a 5-mile radius of Pounds Field and within 2 miles either side of a 283° True bearing extending from the Tyler nondirectional radio beacon to a point 5 miles northwest of the nondirectional radio beacon.

§ 601.2251 *Albany, Ga., control zone.* Within a 5-mile radius of the Albany Municipal Airport, within 2 miles either side of the 155° True and 335° True radials of the Albany omnirange extending from the Municipal Airport control zone to a point 10 miles northwest of the omnirange station, within a 5-mile radius of Turner Air Force Base, within 2½ miles either side of a line extending from Turner AFB to the Doles nondirectional beacon, and within 2 miles either side of the east and south courses of the Albany radio range extending from the radio range station to points 10 miles east and south of the radio range station.

§ 601.2252 *El Toro, Calif., control zone.* Within a 5 mile radius of the El Toro Marine Corps Air Station, within a 3 mile radius of Orange County Airport, Santa Ana, Calif., and within 5 miles either side of a line bearing 355° True extending from the El Toro radio range station to Green civil airway No. 5, and within 5 miles either side of a line bearing 175° True extending from the El Toro radio range station to Amber civil airway No. 1.

§ 601.2253 *Sedalia, Mo., control zone.* Within a 5-mile radius of Whiteman Air Force Base and within 2 miles either side of a line bearing 191° True from the Air Force Base extending to a point 20 miles southwest of the AFB.

§ 601.2254 *Falmouth, Mass., control zone.* Within a 5 mile radius of Otis Air Force Base and within 2 miles either side of a line bearing 39° True extending from the Otis AFB to a point 10 miles northeast of the Air Force Base, excluding the portion which overlaps Camp Edwards restricted area (R-14).

§ 601.2255 *Aguadilla, P. R., control zone.* Within a 10-mile radius of Ramey Air Force Base, Aguadilla, P. R., and within 2½ miles either side of the extended center line of the Ramey AFB east-west runway extending to points 12 miles east and west of the runway ends.

§ 601.2256 *Parkersburg, W. Va., control zone.* Within a 5-mile radius of

Wood County Airport and within 2 miles either side of the 29° and 209° True radials of the Parkersburg omnirange extending from the airport to a point 10 miles northeast of the omnirange station.

§ 601.2257 *Rantoul, Ill., control zone.* Within a 5-mile radius of Chanute Air Force Base, Rantoul, Ill., and within 2 miles either side of the 270° True and 90° True radials of the Chanute omnirange extending from the 5-mile radius zone to a point 12 miles east of the omnirange station.

§ 601.2258 *Wichita Falls, Tex., control zone.* Within a 5-mile radius of Sheppard AFB, Wichita Falls, Tex., extending 2 miles either side of the southeast course of the Wichita Falls, Tex., radio range to the Jolly fan marker.

§ 601.2259 *Kodiak, Alaska, control zone.* Within a 5-mile radius of the Kodiak Naval Air Base, Kodiak, Alaska, extending 2 miles either side of the southwest course of the Kodiak radio range to the radio range station.

§ 601.2260 *Fort Smith, Ark., control zone.* Within a 5-mile radius of the Fort Smith Municipal Airport extending 2 miles either side of a track 8° True to a point 10 miles north of the airport and within 2 miles either side of the 54° True and 234° True radials of the Fort Smith omnirange extending from the airport to a point 10 miles northeast of the omnirange station, and within 2 miles either side of the 81° True course of the Fort Smith ILS localizer extending from the airport to a point 12 miles east.

§ 601.2261 *Yakataga, Alaska, control zone.* Within a 5-mile radius of the Yakataga Airport, within 5 miles either side of the southeast and southwest courses of the Yakataga radio range extending from the radio range station to Amber civil airway No. 1.

§ 601.2262 *Honolulu, Oahu, T. H., control zone.* Within a 5-mile radius of Honolulu International Airport, within a 3-mile radius of the Barber's Point Naval Air Station and within 2 miles either side of the west course of the Honolulu radio range extending to a point 10 miles west of the radio range station.

§ 601.2263 *Lafayette, La., control zone.* Within a 5-mile radius of Lafayette Airport, within 2 miles either side of the 172° True radial of the Lafayette omnirange extending from the omnirange station to a point 10 miles south, and within 2 miles either side of a line bearing 187° True from the Lafayette non-directional radio beacon extending from the non-directional radio beacon to a point 10 miles south.

§ 601.2264 *Spokane, Wash., control zone.* Within a 5-mile radius of Geiger Field and within a 3-mile radius of Fairchild AFB including the airspace within 2 miles either side of the southwest course of the Geiger Field ILS localizer extending from Geiger Field to a point 10 miles southwest of the ILS outer marker.

§ 601.2265 *Wright-Patterson AFB, Ohio, control zone.* Within a 5-mile radius of Patterson Field including a 5-

mile radius of Wright Field, within 2 miles either side of the south course of the Wright-Patterson AFB radio range extending from the radio range station to the Fairfield Fan Marker and within 2 miles either side of a 31° True bearing extending from the Wright-Patterson AFB radio range to a point 10 miles northeast of Patterson Field.

§ 601.2266 *Springfield, Ohio, control zone.* Within a 5-mile radius of the Springfield Municipal Airport extending 2 miles either side of a 51° True track from the end of the northeast-southwest runway to a point 10 miles northeast of the Springfield Airport.

§ 601.2267 *Baltimore, Md., control zone.* Within a 5-mile radius of the Baltimore, Md., Friendship International Airport, extending 2 miles either side of the ILS localizer course to a point 10 miles west of the outer marker.

§ 601.2268 *Ottumwa, Iowa, control zone.* Within a 5-mile radius of Ottumwa Municipal Airport and within 2 miles either side of the 311° and 131° True radials of the Ottumwa omnirange extending from the airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2269 *Fort Dix, N. J., control zone.* Within a 7-mile radius of the McGuire Air Force Base extending 5 miles either side of the southwest course of the McGuire AFB radio range to a point 10 miles southwest of the radio range station, excluding that portion which lies over Red civil airway No. 3, the Fort Dix, N. J., restricted area, and the Lakehurst, N. J., caution area.

§ 601.2270 *Enid, Okla., control zone.* Within a 5-mile radius of Vance AFB, Enid, Okla., within 2 miles either side of a line bearing 44° True extending from the Vance AFB nondirectional radio beacon to a point 10 miles northeast, and within 2 miles either side of a line extending from the Vance AFB through the Vance AFB omnirange station to a point 10 miles northwest of the Vance AFB omnirange station.

§ 601.2271 *Saginaw, Mich., control zone.* Within a 5-mile radius of the Tri City Airport, Saginaw, Mich., extending 2 miles either side of a track 347° True from the Saginaw non-directional radio beacon to a point 10 miles north of the non-directional radio beacon and within 2 miles either side of the 35°, 107°, 147°, 235°, 257°, and 310° True radials of the Saginaw omnirange extending from the omnirange station to points 12 miles northeast, east, southeast, southwest, west and northwest of the omnirange station.

§ 601.2272 *Wake Island control zone.* Within a 5-mile radius of Wake Island Airport (Lat. 19°16'53", Long. 166°38'40"), within 2 miles either side of a line bearing 102° True extending from the Wake HHW Type non-directional radio beacon (Lat. 19°18'18", Long. 166°38'22"), to a point 10 miles east, and within 2 miles either side of a line bearing 282° True extending from the Wake MHW Type non-directional radio beacon (Lat. 19°17'05", Long. 166°37'26") to a point 10 miles west.

§ 601.2273 *Cincinnati, Ohio, control zone.* Within a 5-mile radius of Greater Cincinnati Airport, Covington, Ky., extending 2 miles either side of the front course of the Cincinnati ILS localizer to its intersection with the southwest course of the Cincinnati radio range, extending 2 miles either side of the back course of the Cincinnati ILS localizer to its intersection with the northwest course of the Cincinnati radio range, and extending 2 miles either side of the 223° True radial of the Cincinnati omnirange to a point 10 miles southwest of the omnirange station.

§ 601.2274 *Craig AFB, Selma, Ala., control zone.* Within a 5-mile radius of the Craig Air Force Base extending 2 miles either side of the southeast course of the Craig AFB radio range to a point 10 miles southeast of the radio range station.

§ 601.2275 *Pensacola, Fla., control zone.* Within a 5 mile radius of the NAAS Saufley Field, Pensacola, Fla., excluding the portion which overlaps Pensacola Municipal Airport control zone (§ 601.2163).

§ 601.2276 *Westover, Mass., control zone.* Within a 5-mile radius of Westover AFB extending 2 miles either side of the northeast course of the Westover AFB (Chicopee) radio range to a point 10 miles northeast of the Quabbin fan marker, excluding that portion which overlaps the Barnes Airport, Westfield, Mass., control zone, and excluding the airspace within 1/2 mile radius of the Springfield, Mass., Municipal Airport.

§ 601.2277 *Carlsbad, N. Mex., control zone.* Within a 5-mile radius of Carlsbad Airport and within 2 miles either side of the 345° and 165° True radials of the Carlsbad omnirange extending from the airport control zone to a point 3 miles southeast of the omnirange station.

§ 601.2278 *New Bedford, Mass., control zone.* Within a 5-mile radius of the New Bedford Municipal Airport extending 2 miles either side of the ILS localizer course to a point 10 miles southwest of the localizer.

§ 601.2279 *Anchorage, Alaska, control zone.* That airspace within a 5-mile radius of Elmendorf Air Force Base, within 5 miles either side of a direct line from the Elmendorf AFB to and including a 5-mile radius of Anchorage International Airport, and within 2 miles either side of the ILS localizer course extending from the Anchorage International Airport to a point 10 miles beyond the outer marker, excluding the portion which overlaps restricted area (R-348).

§ 601.2280 *Hobbs, N. Mex., control zone.* Within a 15-mile radius of Lea County Airport, Hobbs, N. Mex., within 2 miles either side of the north course of the Hobbs radio range extending to a point 10 miles north of the radio range station and within 2 miles either side of the 45° True radial of the Hobbs omnirange extending to a point 10 miles northeast of the omnirange station.

§ 601.2281 *Tacoma, Wash., control zone.* Within a 5-mile radius of Mc-

Chord Air Force Base and within 2 miles either side of the north course of the McChord radio range extending from the Air Force Base to the radio range station, excluding the portions from the surface upwards which are in conflict with and overlap restricted areas R-503 and R-504.

§ 601.2282 *Mt. Clemens, Mich., control zone.* Within a 5-mile radius of Selfridge AFB extending 2 miles either side of the north course of the Selfridge AFB radio range to a point 10 miles north of the radio range station.

§ 601.2283 *Atlanta, Ga., control zone.* Within a 5-mile radius of Dobbins AFB extending 2 miles either side of the west course of the Atlanta NAS radio range from the Dobbins AFB control zone to the Atlanta NAS control zone and within 2 miles either side of the centerline of the northwest-southeast runway (runway 10) extending from the 5-mile radius zone to a point 5 miles northwest of Lost Mountain nondirectional radio beacon.

§ 601.2284 *Traverse City, Mich., control zone.* Within a 5-mile radius of Traverse City Municipal Airport, within 2 miles either side of the southeast course of the Traverse City radio range extending from the radio range station to a point 12 miles southeast, and within 2 miles either side of the 348°/168° True radials of the Traverse City omnirange extending from the airport to a point 12 miles south of the omnirange station.

§ 601.2285 *Victorville, Calif., control zone.* Within a 5-mile radius of George AFB, Victorville, Calif., extending 2 miles either side of a track bearing 360° True from the George AFB to a point 15 miles north.

§ 601.2286 *Columbus, Ga., control zone.* Within a 5-mile radius of Muscogee County Airport including the airspace within 2 miles either side of the northeast course of the Columbus radio range extending southward to include a 5-mile radius of the Lawson Army Airfield, within 2 miles either side of the southwest course of the Columbus radio range extending from the radio range station to a point 10 miles southwest, and within 2 miles either side of the 150° and 330° True radials of the Columbus omnirange extending from the Muscogee County Airport to a point 3 miles northwest of the omnirange station. The portions of this control zone which overlap restricted area R-129 are excluded.

§ 601.2287 *San Antonio, Tex., control zone.* Within a 5-mile radius of Randolph Air Force Base and within 5 miles either side of a line extending from the Air Force Base to the La Vernia nondirectional radio beacon.

§ 601.2288 *Longview, Tex., control zone.* Within a 5-mile radius of Gregg County Airport, within 2 miles either side of a line bearing 188° True from the airport extending from the airport to a point 10 miles south, and within 2 miles either side of the 313° True radial of the Gregg County, Tex., omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2289 *Houghton, Mich., control zone.* Within a 5-mile radius of the Houghton County Airport extending 2 miles either side of the north course of the Houghton radio range to a point 10 miles north of the radio range station.

§ 601.2290 *Grand Marais, Mich., control zone.* Within a 5-mile radius of Grand Marais Airport extending 2 miles either side of the west course of the Grand Marais radio range to a point 10 miles west of the radio range station.

§ 601.2291 *Sault Ste. Marie, Mich., control zone.* Within a 10-mile radius of Kinross Airport, Sault Ste. Marie, Mich., extending 5 miles either side of the ILS localizer course to a point 10 miles northwest of the ILS outer marker compass locator, excluding that portion which lies outside the continental United States.

§ 601.2292 *Oceana, Va., control zone.* Within a 5-mile radius of the Oceana Virginia Naval Auxiliary Air Station excluding the portion overlapping restricted areas.

§ 601.2293 *Chicago, Ill., control zone.* Within a 5-mile radius of the Chicago O'Hare International Airport extending 2 miles either side of the O'Hare ILS localizer course to a point 10 miles northwest of the O'Hare outer marker.

§ 601.2294 *Nantucket, Mass., control zone.* Within a 5-mile radius of Nantucket Memorial Airport and within 2 miles either side of the 45° True radial of the Nantucket omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2295 *Andrews, Md., control zone.* Within a 5-mile radius of the Andrews, Md., Air Force Base extending 2½ miles either side of the north course of the Andrews AFB radio range to the Andrews AFB radio range station excluding that portion which overlaps the Washington National Airport control zone.

§ 601.2296 *Valparaiso, Fla., control zone.* Within a 5-mile radius of Eglin Air Force Base and within 2 miles either side of a line extending from the Eglin AFB through the Eglin AFB nondirectional radio beacon to a point 2 miles south of the nondirectional radio beacon.

§ 601.2297 *Jackson, Mich., control zone.* Within a 5-mile radius of Reynolds Airport, Jackson, Mich., extending 2 miles either side of a line bearing 313° True from the Jackson, Mich., nondirectional radio beacon to a point 10 miles northwest.

§ 601.2298 *Omaha, Nebr., control zone.* Within a 5-mile radius of Offutt AFB and within 2 miles either side of a direct line from the center of Offutt AFB to the Weeping Water, Nebr., nondirectional radio beacon extending from the Offutt AFB to a point 10 miles southwest of Offutt AFB and within 2 miles either side of the 72° True and 252° True radials of the Omaha omnirange extending from the Offutt AFB 5-mile radius zone to a point 2 miles northeast of the omnirange station.

§ 601.2299 *Limestone, Maine, control zone.* That airspace over United States

territory within a 6-mile radius of Loring Air Force Base, Limestone, Maine, within 2 miles either side of a direct line extending between the Loring Air Force Base, and the Loring AFB omnirange station, and within 2 miles either side of a direct line extending between the Loring AFB nondirectional radio beacon and the Presque Isle, Maine, radio range station excluding the portion which overlaps the Presque Isle control zone.

§ 601.2300 *Upolu Point, Hawaii, T. H., control zone.* Within a 5-mile radius of the Upolu Point Airport and within 2 miles either side of the 261° True radial of the Upolu Point omnirange extending from the omnirange station to a point 10 miles west.

§ 601.2301 *Waco, Tex., control zone.* Within a 5-mile radius of Waco Municipal Airport, within a 5-mile radius of James Connally AFB, Waco, Tex., within 2 miles either side of direct lines from James Connally AFB extending northward to the West nondirectional radio beacon and eastward to the Prairie Hill nondirectional radio beacon.

§ 601.2302 *Willow Grove, Pa., control zone.* Within a 5-mile radius of a point located at lat. 40°11'40", long. 75°06'25" and within 2 miles either side of the northeast and northwest courses of the Willow Grove (Navy) radio range extending from the radio range station to points 10 miles northeast and northwest.

§ 601.2303 *Great Falls, Mont., control zone.* Within a 5-mile radius of Great Falls International Airport, within a 5-mile radius of Malmstrom Air Force Base, and within 2 miles either side of direct lines extending from the Great Falls ILS outer marker to the Great Falls International Airport and to the Malmstrom Air Force Base.

§ 601.2304 *Binghamton, N. Y., control zone.* Within a 5-mile radius of Broome County Airport, within 2 miles either side of the ILS localizer course extending from the airport to a point 10 miles beyond the outer marker compass locator, and within 2 miles either side of the 66° True and 246° True radials of the Binghamton omnirange extending from the airport to a point 5 miles southwest of the omnirange station.

§ 601.2305 *Lawton, Okla., control zone.* Within a 3-mile radius of Lawton Municipal Airport and within 2 miles either side of the 357° True and 177° True radials of the Lawton omnirange extending from the Lawton Municipal Airport to a point 10 miles south of the omnirange station.

§ 601.2306 *Paducah, Ky., control zone.* Within a 5-mile radius of the Paducah Municipal Airport (Barkley Field) and within 2 miles either side of a line bearing 220° True, from the non-directional radio beacon extending from the Paducah Municipal Airport to a point 10 miles southwest.

§ 601.2307 *Brunswick, Maine, control zone.* Within a 5-mile radius of the Brunswick, Maine, Naval Air Station, excluding the portion which overlaps Amber civil airway No. 7, and within 2

miles either side of a line bearing 173° True from the Brunswick NAS non-directional radio beacon extending to a point 10 miles south of the non-directional radio beacon.

§ 601.2308 *Valdosta, Ga., control zone.* All that area within a 10-mile radius of Moody AFB, Valdosta, Ga.

§ 601.2309 *Valdosta, Ga., control zone.* All that area within a 5-mile radius of the Valdosta Municipal Airport, excluding that portion which overlaps the Moody AFB control zone, and within 2 miles either side of the 4° True and 184° True radials of the Valdosta omnirange extending from the 5-mile radius control zone to a point 10 miles southwest of the omnirange station.

§ 601.2310 *Oscoda, Mich., control zone.* Within a 10-mile radius of the Wurtsmith AFB extending 5 miles either side of the ILS localizer course to a point 10 miles southwest of the ILS outer marker compass locator, excluding the portion which overlaps restricted areas.

§ 601.2311 *San Antonio, Tex., control zone.* Within a 5-mile radius of Kelly AFB and within 5 miles either side of a direct line from the Kelly AFB through the Leon nondirectional radio beacon extending from the AFB to a point 2½ miles northwest of the Leon nondirectional radio beacon.

§ 601.2312 *Columbus, Ind., control zone.* Within a 5-mile radius of Atterbury AFB and within 2 miles either side of a line bearing 44° True from the Atterbury AFB to a point 10 miles northeast excluding the portion which overlaps restricted areas.

§ 601.2313 *Pittsburgh, Pa., control zone.* Within a 5-mile radius of Greater Pittsburgh Airport, and within 2 miles either side of bearings of 90° True and 270° True from the Greater Pittsburgh Airport extending through the River nondirectional radio beacon to a point 10 miles east of the radio beacon and through the Clinton nondirectional radio beacon to a point 10 miles west of the radio beacon.

§ 601.2314 *Bryan, Tex., control zone.* Within a 5-mile radius of Bryan Air Force Base and within a 3-mile radius of Easterwood Airport, College Station, Tex.; within 2 miles either side of the northwest course of the Bryan radio range extending from the radio range station to a point 10 miles northwest; within 2 miles either side of the 107° True and 287° True radials of the College Station omnirange extending to points 10 miles northwest and 12 miles southeast of the omnirange station, and within 2 miles either side of a line bearing 001° True from the Snook nondirectional radio beacon extending from the Bryan AFB 5-mile radius zone to a point 7 miles south of the Air Force Base.

§ 601.2315 *San Bernardino, Calif., control zone.* Within a 5-mile radius of Norton Air Force Base and within 2½ miles either side of a line bearing 248° True extending from the Norton AFB to the centerline of the northwest course of the Riverside, Calif., radio range.

§ 601.2316 *Marianna, Fla., control zone.* Within a 5-mile radius of the Marianna Airport and within 2 miles either side of the 130° True radial of the Marianna omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2317 *Tuscaloosa, Ala., control zone.* Within a 5-mile radius of the Van De Graaff Airport and within 2 miles either side of the 60° True radial of the Tuscaloosa omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2318 *Myrtle Beach, S. C., control zone.* Within a 5-mile radius of the Myrtle Beach Municipal Airport and within 2 miles either side of the 47° True radial of the Myrtle Beach omnirange extending from the omnirange station to a point 10 miles northeast, and within 2 miles either side of a line bearing 198° True extending from the Myrtle Beach nondirectional radio beacon to a point 10 miles southwest and within 2 miles either side of a line bearing 331° True extending from the Myrtle Beach AFB to a point 9 miles northwest.

§ 601.2319 *Malden, Mo., control zone.* Within a 5-mile radius of the Malden Airport and within 2 miles either side of the 300° and 120° True radials of the Malden omnirange extending from the airport to a point 10 miles southeast of the omnirange station.

§ 601.2320 *Midland, Tex., control zone.* Within a 5-mile radius of Midland Air Terminal, within 2 miles on the southeast side and 4 miles on the northwest side of the southwest course of the Midland ILS localizer extending from the localizer to a point 15 miles southwest, and within 2 miles either side of the 011.5° True radial of the Midland omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2321 *Oxnard, Calif., control zone.* Within a 5-mile radius of Oxnard AFB and within 2 miles on the north side and 5 miles on the south side of a line bearing 271° True from the center of Oxnard AFB extending from the 5-mile radius control zone to the southwestern boundary of Amber civil airway No. 8.

§ 601.2322 *Fort Worth, Tex., control zone.* Within a 5-mile radius of Amon Carter Field, Fort Worth, Tex., within 2 miles either side of the Amon Carter ILS localizer northwest course extending from the localizer to the Amon Carter ILS outer marker, within 2 miles either side of a 180°-360° True track through the Grand Prairie, Tex., nondirectional radio beacon (located at Lat. 32°44'05'', Long. 97°02'45'') extending from Amon Carter Field to a point 5 miles south of the Grand Prairie nondirectional radio beacon, within 3 miles either side of a direct line from the center of Amon Carter Field to the center of Love Field, Dallas, Tex., extending from Amon Carter Field to the boundary of the Dallas control zone, and within 3 miles either side of a direct line from the center of Amon Carter Field to the center of Meacham Field, Fort Worth, Tex., extending from

Amon Carter Field to the boundary of the Meacham Field control zone.

§ 601.2323 *Grand Prairie, Tex., control zone.* All that airspace surrounding Hensley Field, Grand Prairie, Tex., bounded on the west, north and east by the boundaries of the Amon Carter Field, Fort Worth, Tex., control zone and Dallas, Tex., control zone, and on the south by a line extending from the southeastern corner of the Amon Carter Field control zone to the southwestern corner of the Dallas control zone.

§ 601.2324 *New Bern, N. C., control zone.* Within a 6-mile radius of Simmons-Nott Airport and within 2 miles either side of a line bearing 265° True extending from the New Bern nondirectional radio beacon to a point 10 miles west of the radio beacon, excluding the portion which overlaps Cherry Point restricted area (R-123), and excluding the airspace above 5,500 feet above mean sea level daily from sunset to sunrise.

§ 601.2325 *Hyannis, Mass., control zone.* Within a 3-mile radius of Barnstable Airport, Hyannis, Mass., and within 2 miles either side of a line bearing 48° True extending from the airport to a point 10 miles northeast, excluding the portion which lies beyond the shoreline.

§ 601.2326 *Martha's Vineyard, Mass., control zone.* Within a 3-mile radius of Martha's Vineyard Airport and within 2 miles either side of a line bearing 040° True extending from the northeast end of Runway No. 24 to a point 10 miles northeast of the nondirectional radio beacon.

§ 601.2327 *Baton Rouge, La., control zone.* Within a 5-mile radius of Ryan Airport, within a 3-mile radius of Downtown Airport, within 2 miles either side of the northwest course of the Baton Rouge radio range extending from the radio range station to a point 10 miles northwest, within 2 miles either side of a 314°-134° True track through the Baton Rouge ILS outer marker compass locator extending from the Ryan Airport control zone to a point 10 miles northwest of the outer marker compass locator, and within 2 miles either side of the 72°-252° True radials of the Baton Rouge omnirange extending from the Ryan Airport control zone to a point 10 miles southwest of the omnirange station.

§ 601.2328 *Manchester, N. H., control zone.* Within a 5-mile radius of Grenier Air Force Base and within 2 miles either side of lines bearing 337° True and 157° True from the Manchester nondirectional radio beacon extending from the 5-mile radius zone to a point 10 miles southeast of the nondirectional radio beacon.

§ 601.2329 *Gage, Okla., control zone.* Within a 5-mile radius of Gage Airport and within 2 miles either side of the 299°-119° True radials of the Gage omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2330 *Alexandria, La., control zone.* Within a 5-mile radius of Alex-

andria AFB, within 2 miles either side of the northwest and southeast courses of the Alexandria radio range extending from the AFB control zone to a point 10 miles southeast of the radio range station, and within 2 miles either side of the 156°-336° True radials of the Alexandria omnirange extending from the AFB control zone to a point 10 miles southeast of the omnirange station.

§ 601.2331 *Lake Charles, La., control zone.* Within a 5-mile radius of the Lake Charles Air Force Base; within 2 miles either side of the south course of the Lake Charles radio range extending from the radio range station to a point 10 miles south; within 2 miles either side of the 334° True and 154° True radials of the Lake Charles omnirange extending from the Air Force Base control zone to a point 10 miles southeast of the omnirange station, and within 2 miles either side of a direct line extending from the Air Force Base through the Lake Charles AFB nondirectional radio beacon to a point 10 miles northwest of the nondirectional radio beacon.

§ 601.2332 *Beaumont, Tex., control zone.* Within a 5-mile radius of Jefferson County Airport, Beaumont, Tex., within 2 miles either side of the north course of the Beaumont radio range extending from the radio range station to a point 10 miles north, within 2 miles either side of the 64° True and 244° True radials of the Beaumont omnirange extending from the 5-mile radius zone to a point 10 miles southwest of the omnirange station, and within 2 miles either side of the Beaumont ILS localizer northwest course extending from the 5-mile radius zone to a point 10 miles northwest of the airport.

§ 601.2333 *Palacios, Tex., control zone.* Within a 3-mile radius of Palacios Airport and within 2 miles either side of the 305°-125° True radials of the Palacios omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2334 *Alice, Tex., control zone.* Within a 5-mile radius of Alice Airport and within 2 miles either side of the west course of the Alice radio range extending from the radio range station to a point 10 miles west.

§ 601.2335 *Eau Claire, Wis., control zone.* Within a 5-mile radius of the Eau Claire, Wis., Airport and within 2 miles either side of the 04° True radial of the Eau Claire omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2336 *Green Bay, Wis., control zone.* Within a 5-mile radius of the Austin-Straubel Airport, Green Bay, Wis., and within 2 miles either side of the 322° True radial of the Green Bay omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2337 *Wausau, Wis., control zone.* Within a 5-mile radius of Alexander Airport, Wausau, Wis., and within 2 miles either side of the 166°-346° True radials of the Wausau omnirange extending from the airport control zone to a point

10 miles southeast of the omnirange station.

§ 601.2338 *Phoenix, Ariz., control zone.* Within a 5-mile radius of Sky Harbor Municipal Airport, Phoenix, Ariz., and within 2 miles either side of the east course of the Phoenix radio range extending from the radio range station to a point 10 miles east.

§ 601.2339 *Douglas, Ariz., control zone.* Within a 5-mile radius of the Douglas-Bisbee International Airport and within 2 miles either side of the 311° True radial of the Douglas omnirange extending from the omnirange station to a point 10 miles northwest.

§ 601.2340 *Sanford, Fla., control zone.* Within a 5-mile radius of the Naval Auxiliary Air Station, Sanford, Fla., within 2 miles either side of a 270° True bearing extending from the Sanford Navy nondirectional radio beacon to a point 10 miles west, and within 2 miles either side of a 190° True bearing extending from the Sanford Navy nondirectional radio beacon to the Orlando, Fla., control zone.

§ 601.2341 *Utica, N. Y., control zone.* Within a 5-mile radius of Oneida County Airport and within 2 miles either side of the ILS localizer course extending from the airport to the Utica nondirectional radio beacon, excluding the portion which overlaps the Griffis AFB control zone.

§ 601.2342 *Ardmore, Okla., control zone.* Within a 5-mile radius of Ardmore Air Force Base, within 2 miles either side of the 54° True radial of the Ardmore omnirange extending from the omnirange station to the Ardmore AFB control zone, and within 2 miles either side of a direct line extending from the Ardmore AFB to the Mannsville, Okla., nondirectional radio beacon.

§ 601.2343 *Pine Bluff, Ark., control zone.* Within a 3-mile radius of Grider Field, within 2 miles either side of a line bearing 177° True extending from the Pine Bluff nondirectional radio beacon to a point 5 miles south, and within 2 miles either side of the 186° True and 006° True radials of the Pine Bluff omnirange extending from Grider Field to a point 5 miles north of the omnirange station.

§ 601.2344 *Gulfport, Miss., control zone.* The airspace within a 3-mile radius of the Gulfport Municipal Airport and within 3 miles either side of a direct line extending from the Gulfport Municipal Airport to the Keesler Air Force Base, Biloxi, Miss., excluding the portion which overlaps the Biloxi control zone.

§ 601.2345 *Calverton, N. Y., control zone.* Within a 5-mile radius of Grumman-Peconic River Airport and within 2 miles either side of a line bearing 46° True from the airport to a point 10 miles northeast of the Riverhead omnirange station excluding the airspace which overlaps the Suffolk County AFB control zone, Westhampton Beach, Long Island, N. Y.

§ 601.2346 *Guam Island control zone.* All of the airspace from the surface up-

ward within a radius of 5 nautical miles of Anderson Air Force Base, centered at Lat. 13°35'00" N., Long. 144°55'00" E.

§ 601.2347 *Guam Island control zone.* All of the airspace from the surface upward within a radius of 5 nautical miles of Agana Naval Air Station, centered at Lat. 13°29'00" N., Long. 144°47'00" E.

§ 601.2348 *Midway Island control zone.* All of the airspace from the surface upward within a radius of 5 nautical miles of Midway Naval Station, centered at Lat. 28°12'00" N., Long. 177°22'00" W.

§ 601.2349 *Kwajalein Island control zone.* All of the airspace from the surface upward within a radius of 5 nautical miles of Kwajalein Naval Station, centered at Lat. 8°45'00" N., Long. 167°45'00" E.

§ 601.2350 *Childress, Tex., control zone.* Within a 3-mile radius of Childress Airport and within 2 miles either side of the 02° and 182° True radials of the Childress omnirange extending from the 3-mile radius zone to a point 10 miles south of the omnirange station.

§ 601.2351 *Cotulla, Tex., control zone.* Within a 3-mile radius of Cotulla Airport, within 2 miles either side of a line bearing 320° True extending from the Cotulla nondirectional radio beacon to a point 10 miles northwest, and within 2 miles either side of the 285° True and 85° True radials of the Cotulla omnirange extending from the 3-mile radius zone to a point 10 miles east of the omnirange station.

§ 601.2352 *Dalhart, Tex., control zone.* Within a 3-mile radius of Dalhart Municipal Airport, within 2 miles either side of a line bearing 132° True extending from the Dalhart nondirectional radio beacon to a point 10 miles southeast and within 2 miles either side of the 184° and 04° True radials of the Dalhart omnirange extending from the airport to a point 10 miles north of the omnirange station.

§ 601.2353 *Lufkin, Tex., control zone.* Within a 3-mile radius of Angelina Airport, Lufkin, Tex., within 2 miles either side of a line bearing 157° True extending from the airport to a point 14 miles southeast, and within 2 miles either side of a line bearing 304° True extending from the Lufkin nondirectional radio beacon to a point 10 miles northwest.

§ 601.2354 *Texarkana, Ark., control zone.* Within a 5-mile radius of the Texarkana Municipal Airport, within 2 miles either side of the 129° True and 309° True radials of the Texarkana omnirange extending from the 5-mile radius zone to a point 10 miles northwest of the omnirange station, and within 2 miles either side of the north course of the Texarkana radio range extending from the radio range station to a point 10 miles north.

§ 601.2355 *Walnut Ridge, Ark., control zone.* Within a 3-mile radius of Walnut Ridge Airport and within 2 miles either side of the 244° True radial of the Walnut Ridge omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.2356 *Hobart, Okla., control zone.* Within a 3-mile radius of Hobart Airport and within 2 miles either side of a line bearing 183° True extending from the airport to a point 12 miles south.

§ 601.2357 *Brunswick, Ga., control zone.* Within a 5-mile radius of NAAS Glynco, Brunswick, Ga., and within 2 miles either side of the northeast course of the Glynco (Navy) radio range extending from the radio range station to a point 10 miles northeast excluding the portion which overlaps the McKinnon Airport control zone, Brunswick, Ga.

§ 601.2358 *Clovis, N. Mex., control zone.* Within a 5-mile radius of the Clovis Air Force Base and within 2 miles either side of a line bearing 222° True extending from the Air Force Base to a point 7½ miles southwest of the Air Force Base.

§ 601.2359 *Victoria, Tex., control zone.* Within a 5-mile radius of Foster Air Force Base, Victoria, Tex., within 1 mile either side of a direct line extending from Foster AFB to and including a 5-mile radius of Victoria County Airport and within 2 miles either side of a line extending from Foster AFB through the Foster AFB nondirectional radio beacon to a point 2 miles northwest of the nondirectional radio beacon.

§ 601.2360 *South Weymouth, Mass., control zone.* Within a 4-mile radius of the South Weymouth Naval Air Station and within 1½ miles east of and 2½ miles west of and parallel to a line bearing 155° True extending from the Naval Air Station to a point 10 miles southeast of the South Weymouth nondirectional radio beacon.

§ 601.2361 *Grosse Ile, Mich., control zone.* That airspace over United States territory within a 3-mile radius of the Grosse Ile Naval Air Station and within 2 miles either side of lines bearing 209° True and 29° True from the Grosse Ile nondirectional radio beacon extending from a point 10 miles southwest of the nondirectional radio beacon to the three-mile radius zone.

§ 601.2362 *Merced, Calif., control zone.* Within a 5-mile radius of Castle Air Force Base, Merced, Calif., including the airspace within that portion of a circle of a 16-mile radius centered on Castle AFB bounded on the northeast by a line 2 miles northeast of and parallel to a line drawn from the AFB through the Castle AFB omnirange station and bounded on the west by a line 2 miles west of and parallel to a line drawn from the AFB through the Bear Creek nondirectional radio beacon.

§ 601.2363 *Elizabeth City, N. C., control zone.* Within a 3-mile radius of CGAS Elizabeth City, N. C., and within 2 miles either side of the southeast course of the Weeksville, N. C., Navy radio range extending to a point 8 miles southeast of the radio range station.

§ 601.2364 *Hopkinsville, Ky., control zone.* Within a 5-mile radius of Campbell AFB, Hopkinsville, Ky., within 2 miles either side of the 224° True and 44° True radials of the Campbell AFB omnirange extending from the five-mile

radius zone to a point 10 miles northeast of the omnirange station, and within 2 miles either side of a 224° True bearing extending from the five-mile radius zone through the Campbell AFB nondirectional radio beacon to a point 10 miles southwest of the nondirectional radio beacon, excluding the portions which overlap Campbell restricted area R-63.

§ 601.2365 *Salem, Oreg., control zone.* Within a 3-mile radius of McNary Airport and within 2 miles either side of a line bearing 150° True extending from the airport to a point 5 miles southeast.

§ 601.2366 *Riverside, Calif., control zone.* Within a 5-mile radius of March AFB and within 2 miles either side of a line extending from March AFB through the Riverside omnirange station to a point 5 miles southeast of the omnirange station.

§ 601.2367 *Fort Bragg, N. C., control zone.* Within a 5-mile radius of Pope Air Force Base, Fort Bragg, N. C., and within 2 miles either side of the 227° True and 47° True radials of the Pope AFB omnirange extending from the 5-mile radius zone to a point 9 miles northeast of the omnirange station. The portion of this control zone which overlaps Restricted area R-115 is excluded.

§ 601.2368 *Sault Ste. Marie, Mich., control zone.* That airspace over United States territory within a 5-mile radius of the Sault Ste. Marie Airport, within 2 miles either side of the southeast course of the radio range extending to a point 12 miles southeast of the radio range station and within 2 miles either side of the 146° and 326° True radials of the omnirange extending to a point 12 miles southeast of the omnirange station.

§ 601.2369 *Sacramento, Calif., control zone.* Within a 5-mile radius of Mather Air Force Base, Sacramento, Calif., and within 2 miles either side of a line extending from the Mather AFB to the Mather nondirectional radio beacon.

§ 601.2371 *Plattsburg, N. Y., control zone.* Within a 5-mile radius of Plattsburg Air Force Base, within 2 miles either side of a line bearing 335° True extending from the Air Force Base to a point 14 miles northwest, and within 2 miles either side of the 195° and 15° True radials of the Plattsburg omnirange extending from the Plattsburg AFB to a point 5 miles northeast of the omnirange station excluding the portion which overlaps the Burlington, Vt., control zone.

§ 601.2372 *Asheville, N. C., control zone.* Within a 5-mile radius of the Asheville-Hendersonville Airport and within 2 miles either side of the 279° True radial of the Asheville omnirange extending from the omnirange station to the airport 5-mile radius zone.

§ 601.2373 *Atlanta, Ga., control zone.* Within a 5-mile radius of the Naval Air Station, Atlanta, Ga., and within 2 miles either side of the 243° True radial of the Norcross, Ga., omnirange extending from the NAS five mile radius zone to the Norcross omnirange station.

§ 601.2374 *Billings, Mont., control zone.* Within a 5-mile radius of Logan

Field, Billings, Mont., and within 2 miles either side of a line bearing 293° True extending from the airport to a point 9.6 miles northwest.

§ 601.2375 *Islip, N. Y., control zone.* Within a 5-mile radius of MacArthur Airport and within 2 miles either side of the Islip ILS localizer front course extending from the localizer to its intersection with the southeast course of the Mitchel AFB radio range.

§ 601.2376 *Little Rock, Ark., control zone.* Within a 5-mile radius of the Little Rock Air Force Base and within 2 miles either side of the centerline of the Little Rock AFB northeast-southwest runway to a point 19 miles northeast of the runway end.

§ 601.2377 *Shreveport, La., control zone.* Within a 5-mile radius of Greater Shreveport Municipal Airport and within 2 miles either side of the Greater Shreveport Airport ILS localizer southeast (back) course extending from the airport to a point 15 miles southeast of the ILS localizer.

§ 601.2378 *Peru, Ind., control zone.* Within a 5-mile radius of Bunker Hill Air Force Base, and within 2 miles either side of the extended centerline of the Bunker Hill AFB northeast-southwest runway extending to a point 9 miles southwest of the end of the runway.

§ 601.2379 *Beaufort, S. C., control zone.* Within a 5-mile radius of the MCAAS Beaufort, S. C., within 2 miles either side of a line bearing 43° True extending from the airport to a point 16 miles northeast and within 2 miles either side of a line bearing 137° True extending from the airport southeastward to warning area W-132.

§ 601.2380 *Altus, Okla., control zone.* Within a 5-mile radius of Altus Air Force Base and within 2 miles either side of lines bearing 180° and 360° True extending from the Air Force Base to points 10 miles north and south.

§ 601.2381 *Homestead, Fla., control zone.* Within a 5-mile radius of the Homestead Air Force Base and within 2 miles either side of the centerline of the northeast-southwest runway extending from the runway end to a point 10 miles radius control zone to the Gainesville nondirectional radio beacon.

§ 601.2382 *Huntsville, Ala., control zone.* Within a 6-mile radius of the Huntsville Municipal Airport excluding the portion which overlaps the Redstone Arsenal restricted area (R-112).

§ 601.2383 *Memphis, Tenn., control zone.* Within a 5-mile radius of the Memphis Naval Air Station and within 2 miles either side of the southwest and northeast courses of the Memphis NAS radio range extending from the 5-mile radius control zone to the Gainesville nondirectional radio beacon.

§ 601.2384 *Blytheville, Ark., control zone.* Within a 5-mile radius of the Blytheville Air Force Base and within 2 miles either side of a line extending from the Air Force Base to a point 2 miles north of the Blytheville nondirectional radio beacon.

§ 601.2385 *Mojave, Calif., control zone.* Within a 5-mile radius of MCAAS, Mojave, Calif., excluding the airspace above 20,000 feet above mean sea level and excluding the airspace which overlaps restricted areas (R-279) and (R-306).

§ 601.2386 *Mountain Home, Idaho, control zone.* Within a 5-mile radius of the Mountain Home Air Force Base and within 2 miles either side of lines bearing 136° True and 316° True extending from the Air Force Base to points 8 miles northwest and southeast.

§ 601.2387 *San Antonio, Tex., control zone.* That airspace lying 1 mile west of and 3 miles east of and parallel to lines bearing 001° True and 181° True from a point centered on Brooks Air Force Base north-south runway at latitude 29°20'30", longitude 98°26'00", extending from this point to points 4½ miles north and south.

§ 601.2388 *Miramar, Calif., control zone.* Within a 5-mile radius of the Naval Air Station, Miramar, Calif., excluding the portion which overlaps the San Diego, Calif., control zone.

§ 601.2389 *Portsmouth, N. H., control zone.* Within a 5-mile radius of the Pease Air Force Base, Portsmouth, N. H., and within 2 miles either side of a line bearing 144° True from the Air Force Base extending to a point 10 miles southeast of the ILS outer marker.

§ 601.2390 *North, S. C., control zone.* Within an 8-mile radius of North AF (AUX) Field, North, S. C., and within 2 miles either side of a line bearing 233° True extending from the airfield to a point 10 miles southwest.

§ 601.2391 *Kaneohe, Oahu, T. H., control zone.* That airspace from the surface to 5,000 feet within a radius of 3 miles centered on the Marine Corps Air Station, Kaneohe Bay, (latitude 21°27'30" N., longitude 157°46'30" W.), and within 2 miles either side of a line bearing 11° True extending from the MCAS to a point 16 miles north.

§ 601.2392 *Elmira, N. Y., control zone.* Within a 5-mile radius of Chemung County Airport, within 2 miles either side of the 55° True and 235° True radials of the Elmira omnirange extending from the five mile radius zone to a point 10 miles southwest of the omnirange station, and within 2 miles either side of the southwest course of the Elmira radio range extending from the radio range station to a point 10 miles southwest.

§ 601.2393 *Watertown, N. Y., control zone.* Within a 5-mile radius of Watertown Airport and within 2 miles either side of the 215° True radial of the Watertown omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.2394 *Niagara Falls, N. Y., control zone.* Within a 5-mile radius of the Niagara Falls Municipal Airport and within 2 miles either side of the ILS localizer east course extending from the localizer to a point 10 miles east of the outer marker.

§ 601.2396 *Everett, Wash., control zone.* Within a 5-mile radius of Paine Air Force Base and within 2 miles either side of a direct line extending from the Paine AFB to the Paine AFB nondirectional radio beacon.

§ 601.2397 *Schenectady, N. Y., control zone.* Within a 5-mile radius of Schenectady County Airport and within 2 miles either side of a direct line extending between the Schenectady County Airport and the Albany, N. Y., ILS outer marker.

§ 601.2398 *El Dorado, Ark., control zone.* Within a 5-mile radius of Goodwin Field, El Dorado, Ark., within 2 miles either side of a 317° True bearing extending from the El Dorado nondirectional radio beacon to a point 10 miles northwest, and within 2 miles either side of the 37° True radial of the El Dorado omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2399 *Del Rio, Tex., control zone.* Within 5 miles radius of Laughlin Air Force Base, Del Rio, Tex., and within 2 miles either side of a line extending from the center of the Air Force Base northward to the Laughlin AFB nondirectional radio beacon.

§ 601.2400 *La Grange, Ga., control zone.* Within a 5-mile radius of Callaway Airport, La Grange, Ga., and within 2 miles either side of the 110° True and 290° True radials of the La Grange omnirange extending from the 5-mile radius zone to a point 5 miles west of the omnirange station.

§ 601.2401 *Findlay, Ohio, control zone.* Within a 5-mile radius of the Findlay Airport, within 2 miles either side of a line bearing 178° True extending from the Findlay nondirectional radio beacon to a point 10 miles south of the nondirectional radio beacon, and within 2 miles either side of a line bearing 218° True extending from the Findlay nondirectional radio beacon to a point 10 miles southwest of the Findlay omnirange station.

§ 601.2402 *Hickory, N. C., control zone.* Within a 5-mile radius of the Hickory Airport and within 2 miles either side of the 223° True and 043° True radials of the Hickory omnirange extending from the 5-mile radius zone to a point 5 miles northeast of the omnirange station.

§ 601.2403 *Fort Rucker, Ala., control zone.* Within a 5-mile radius of Ozark AAF, Fort Rucker, Ala., and within 2 miles either side of the extended centerline of Ozark AAF Runway 6/24 extending to a point 15 miles southwest of the end of the runway, excluding the portion which overlaps restricted area (R-156) and excluding the portion above 19,000 feet MSL between sunset and sunrise which lies beneath and which conflicts with restricted area (R-336).

§ 601.2404 *Harlingen, Tex., control zone.* Within a 5-mile radius of the Harlingen Air Force Base and within 2 miles either side of lines bearing 179° True and 359° True from the Harlingen AFB nondirectional radio beacon extending from

the 5-mile radius zone to a point 5 miles north of the nondirectional radio beacon.

§ 601.2405 *Junction, Tex., control zone.* Within a 5-mile radius of Kimble County Airport, Junction, Tex., and within 2 miles either side of the 150° True radial of the Junction omnirange extending from the 5-mile radius zone to the omnirange station.

§ 601.2406 *Rocky Mount, N. C., control zone.* Within a 5-mile radius of the Rocky Mount Airport and within 2 miles either side of the 263° True and 083° True radials of the Rocky Mount omnirange extending from the 5-mile radius zone to a point 10 miles east of the omnirange station.

§ 601.2409 *Goldsboro, N. C., control zone.* Within a 5-mile radius of Seymour-Johnson Air Force Base, Goldsboro, N. C., and within 2 miles either side of a line extending from the Air Force Base to a point 2 miles southwest of the AFB nondirectional radio beacon.

§ 601.2410 *Pocatello, Idaho, control zone.* Within a 5-mile radius of Pocatello Municipal Airport, Pocatello, Idaho, within 2 miles either side of the west course of the Pocatello radio range extending from the radio range station to a point 10 miles west, and within 2 miles either side of a line bearing 45° True from Phillips Airport extending to a point 10 miles northeast of the airport.

§ 601.2411 *Clinton, Okla., control zone.* Within a 7-mile radius of Clinton-Sherman AFB, Clinton, Okla., and within 2 miles either side of the extended centerline of Runway 17/35 extending from the Air Force Base to points 9 miles north and south of the Air Force Base.

§ 601.2412 *Mineral Wells, Tex., control zone.* The airspace beginning at a point at latitude 32°47'40", longitude 97°58'30" on Highway 180, extending clockwise along the arc of a 5 mile radius circle centered on the Mineral Wells Airport to a line 2 miles northeast of and parallel to the 319° True radial of the Mineral Wells omnirange, thence southeastward along this parallel line to and including a 3-mile radius of the Mineral Wells Airport thence clockwise to a point at latitude 32°47'40", thence east along this latitude to point of beginning; within 2 miles either side of the 319° True and 139° True radials of the Mineral Wells omnirange extending from the 5-mile radius zone to a point 10 miles southeast of the omnirange station.

§ 601.2413 *Hoquiam, Wash., control zone.* Within a 3-mile radius of Bowerman Airport, Hoquiam, Wash., excluding the portion above 14,500 feet MSL.

§ 601.2414 *Chandler, Ariz., control zone.* Within a 5-mile radius of Williams Air Force Base, Chandler, Ariz., and within 2 miles either side of a line bearing 115° True extending from the Air Force Base to the Chandler AFB nondirectional radio beacon.

§ 601.2415 *San Jose, Calif., control zone.* Within a 3½-mile radius of the

San Jose Municipal Airport, excluding the portion which overlaps the Mountain View, Calif., Moffett NAS control zone.

§ 601.2416 *Sherman, Tex., control zone.* Within a 5-mile radius of Perrin Air Force Base, Sherman, Tex., within 2 miles either side of the 002° True and 179° True radials of the Perrin AFB terminal omnirange extending from the TVOR to points 10 miles north and south.

§ 601.2417 *Atlanta, Ga., control zone.* Within a 3-mile radius of the Atlanta Army General Depot (latitude 33° 37' 39", longitude 84° 20' 04"), excluding the portion which overlaps the Atlanta Municipal Airport control zone.

SUBPART E—COLORED CIVIL AIRWAY REPORTING POINTS

DESIGNATION OF REPORTING POINTS

§ 601.4001 *Designation of reporting points.* The locations described in Subpart E and Subpart G are designated as reporting points.

GREEN CIVIL AIRWAYS

§ 601.4011 *Green civil airway No. 1 (Patricia Bay, British Columbia, to United States-Canadian Border via Millinocket, Maine).* Millinocket, Maine, radio range station.

§ 601.4012 *Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).* Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Mullan Pass, Mont., radio range station; Missoula, Mont., radio range station; Drummond, Mont., radio range station; Helena, Mont., radio range station; Bozeman, Mont., radio range station; Livingston, Mont., nondirectional radio beacon; Billings, Mont., radio range station; Miles City, Mont., radio range station; Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; Jamestown, N. Dak., radio range station; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; La Crosse, Wis., radio range station; the intersection of the southeast course of the La Crosse, Wis., radio range and the west course of the Madison, Wis., radio range; Milwaukee, Wis., radio range station; Muskegon, Mich., radio range station; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; Detroit, Mich., radio range station; Buffalo, N. Y., radio range station; the intersection of the east course of the Buffalo, N. Y., radio range and the southwest course of the Rochester, N. Y., radio range; Rochester, N. Y., radio range station; Syracuse, N. Y., radio range station; Albany, N. Y., radio range station; Boston, Mass., radio range station.

§ 601.4013 *Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).* San Francisco, Calif., radio range station; Oakland, Calif., radio range station; Bay Point, Calif., fan type radio marker station; Sacramento, Calif., radio range station; Reno, Nev., radio range station; Lovelock, Nev., radio range station; Elko, Nev., radio

range station; Lucin, Utah, radio range station; Ogden, Utah, radio range station; Fort Bridger, Wyo., radio range station; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; Cheyenne, Wyo., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Des Moines, Iowa, radio range station; Moline, Ill., radio range station; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Chicago, Ill., radio range; the intersection of the southeast course of the Chicago, Ill., radio range and the west course of the Goshen, Ind., radio range; Goshen, Ind., radio range station; Toledo, Ohio, radio range station; the intersection of the southeast course of the Detroit, Mich., radio range and the west course of the Cleveland, Ohio, radio range; Cleveland, Ohio, radio range station; Youngstown, Ohio, radio range station; Brookville, Pa., nondirectional radio marker beacon; Phillipsburg, Pa., radio range station; Selinsgrove, Pa., nondirectional radio beacon; Allentown, Pa., radio range station; the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the Newark, N. J., radio range; New York (La Guardia), N. Y., radio range station.

§ 601.4014 *Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).* The intersection of the southwest course of the Newhall, Calif., radio range and the northwest course of the Burbank, Calif., radio range; the intersection of the north course of the Los Angeles, Calif., radio range and the southwest course of the Palmdale, Calif., radio range or the Newhall, Calif., radio range station; Palmdale, Calif., radio range station; Daggett, Calif., radio range station; Needles, Calif., radio range station; Prescott, Ariz., radio range station; Winslow, Ariz., radio range station; Zuni, N. Mex., radio range station; Albuquerque, N. Mex., radio range station; the intersection of the east course of the Otto, N. Mex., radio range and the southwest course of the Las Vegas, N. Mex., radio range; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; Gage, Okla., radio range station; Wichita, Kans., radio range station; the intersection of the southwest course of the Kansas City, Mo., radio range and the southeast course of the Forbes AFB, Kans., radio range; Kansas City, Mo., radio range station; Columbia, Mo., radio range station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., radio range station; Indianapolis, Ind., radio range station; the intersection of the west course of the Columbus, Ohio, radio range and a line bearing 327° True from the Tipp City, Ohio, nondirectional radio beacon; Columbus, Ohio, radio range station; Zanesville, Ohio, nondirectional radio beacon; Wheeling, W. Va., nondirectional radio beacon; Pittsburgh, Pa., radio range station; New Alexandria, Pa., nondirectional radio beacon; Altoona, Pa.,

radio range station; Harrisburg, Pa., radio range station; the intersection of the southwest course of the Allentown, Pa., radio range and the east course of the Harrisburg, Pa., radio range; Philadelphia, Pa., radio range station.

§ 601.4015 *Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).* Riverside, Calif., radio range station; the intersection of the east course of the Riverside, Calif., radio range and the southeast course of the Daggett, Calif., radio range; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; the intersection of the south course of the Phoenix, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range; Tucson, Ariz., radio range station; Cochise, Ariz., radio range station; Columbus, N. Mex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abilene, Tex., radio range station; Fort Worth, Tex., radio range station; Texarkana, Ark., radio range station; Pine Bluff, Ark., nondirectional radiobeacon; Memphis, Tenn., radio range station; Jack's Creek, Tenn., radio range station; Nashville, Tenn., radio range station; Smithville, Tenn., nondirectional radio beacon; Knoxville, Tenn., radio range station; Tri-City, Tenn., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; Quantico, Va. (Navy) radio range station; Andrews, Md., radio range station; the intersection of the south course of the New Castle, Del., radio range and the southwest course of the Millville, N. J., radio range; Millville, N. J., radio range station; the intersection of the northeast course of the Millville, N. J., radio range and the southeast course of the McGuire AFB, N. J., radio range; Peconic, Long Island, N. Y., radio range station; the intersection of the west course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range.

§ 601.4016 *Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.).* Laredo, Tex., radio range station; Alice, Tex., radio range station; Corpus Christi, Tex., radio range station; Palacios, Tex., radio range station; the intersection of the northeast course of the Galveston, Tex., radio range and the south course of the Beaumont, Tex., radio range; Lake Charles, La., radio range station; Lafayette, La., nondirectional radio beacon; New Orleans, La., radio range station; Keesler AFB, Biloxi, Miss., radio range station; Bay Minette, Ala., nondirectional radio beacon; Maxwell AFB, Ala., radio range station; Atlanta, Ga., radio range station; Spartanburg, S. C., radio range station; Greensboro, N. C., radio range station; Blackstone, Va., radio range station; Richmond, Va., radio range station; Norfolk, Va., radio range station.

§ 601.4017 *Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).* Moses Point, Alaska, radio range station; the intersection of the east course of the Moses Point, Alaska, radio range and the north course of the Unalakleet, Alaska, radio range; Galena, Alaska, radio range station; the intersection of the east course of the Galena, Alaska, radio range

and the southwest course of the Tanana, Alaska, radio range; the intersection of the southeast course of the Tanana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range; the intersection of the west course of the Fairbanks, Alaska, radio range and the northwest course of the Nenana, Alaska, radio range; Fairbanks, Alaska, radio range station.

§ 601.4018 *Green civil airway No. 8 (Cold Bay, Alaska, to Northway, Alaska)*. King Salmon, Alaska, radio range station; the intersection of the northeast course of the King Salmon, Alaska, radio range and the southwest course of the Iliamna, Alaska, radio range; the intersection of the southeast course of the Iliamna, Alaska, radio range and the west course of the Homer, Alaska, radio range; the intersection of the southwest course of the Kenai, Alaska, radio range and the west course of the Homer, Alaska, radio range; Kenai, Alaska, radio range station; the intersection of the northeast course of the Kenai, Alaska, radio range and a line bearing 266° True from the Anchorage, Alaska, radio range station; the intersection of the southeast course of the Skwentna, Alaska, radio range and a line bearing 357° True from the Anchorage, Alaska, radio range station; the intersection of the northeast course of the Anchorage, Alaska, radio range and the southeast course of the Skwentna, Alaska, radio range; Gulkana, Alaska, radio range station; Northway, Alaska, radio range station.

§ 601.4019 *Green civil airway No. 9 (Hawaiian Islands)*. The intersection of the south course of the Port Allen, Kauai, T. H., radio range and the west course of the Honolulu, Oahu, T. H., radio range; the intersection of the west course of the Honolulu, Oahu, T. H., radio range and a line bearing 222° True from the Kahuku, Oahu, T. H., nondirectional radio beacon; Honolulu, Oahu, T. H., radio range station; the intersection of the northeast course of the Honolulu, Oahu, T. H., radio range and a line bearing 007° True from the Makapuu Point, Oahu, T. H., nondirectional radio beacon; the intersection of the northeast course of the Honolulu, Oahu, T. H., radio range and the north course of the Maui, T. H., radio range; the intersection of the northeast course of the Honolulu, Oahu, T. H., radio range and the north course of the Hilo, Hawaii, T. H., radio range.

§ 601.4020 *Green civil airway No. 10 (United States-Canadian Border to Denver, Colo.)*. The Bellingham, Wash., radio range station; Everett, Wash., radio range station; Pendleton, Oreg., radio range station; Baker, Oreg., radio range station; Boise, Idaho, radio range station; Gooding, Idaho, nondirectional radio beacon; Burley, Idaho, radio range station; Laramie, Wyo., radio range station.

AMBER CIVIL AIRWAYS

§ 601.4101 *Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska)*. San Diego, Calif., radio range station; the intersection of the northwest course of the San Diego, Calif., radio range and the southeast course of the Long Beach, Calif., radio range;

Long Beach, Calif., radio range station; Los Angeles, Calif., nondirectional radio beacon; the intersection of the northwest course of the Palmdale, Calif., radio range and the south course of the Bakersfield, Calif., radio range; Bakersfield, Calif., radio range station; Fresno, Calif., radio range station; Merced, Calif., (Castle) radio range station; Williams, Calif., radio range station; Red Bluff, Calif., radio range station; Fort Jones, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Toledo, Wash., radio range station; McChord AFB radio range station, Tacoma, Wash.; the intersection of the northwest course of the Seattle, Wash., radio range and the south course of the Patricia Bay, B. C., radio range; Sitka (Biorka Island), Alaska, radio range station; the intersection of the northwest course of the Sitka (Biorka Island), Alaska, radio range and the southwest course of the Gustavus, Alaska, radio range; Yakutat, Alaska, radio range station; the intersection of the northwest course of the Yakutat, Alaska, radio range and the southeast course of the Yakataga, Alaska, radio range; the intersection of the east course of the Hinchinbrook, Alaska, radio range and the southeast course of the Cordova, Alaska, radio range; Hinchinbrook, Alaska, radio range station; the intersection of the northwest course of the Hinchinbrook, Alaska, radio range and the southeast course of the Anchorage, Alaska, radio range; the intersection of the northeast course of the Kenai, Alaska, radio range and the northwest course of the Anchorage, Alaska, radio range; Skwentna, Alaska, radio range station; Puntilla Lake, Alaska, nondirectional radio beacon; Farewell, Alaska, radio range station; McGrath, Alaska, radio range station; Unalakleet, Alaska, radio range station; the intersection of the northwest course of the Unalakleet, Alaska, radio range and the south course of the Moses Point, Alaska, radio range; Nome, Alaska, radio range station.

§ 601.4102 *Amber civil airway No. 2 (Daggett, Calif., to Point Barrow, Alaska)*. Las Vegas, Nev., radio range station; Enterprise, Utah, radio range station; Delta, Utah, radio range station; Salt Lake City, Utah, radio range station; Malad City, Idaho, radio range station; Pocatello, Idaho, radio range station; DuBois, Idaho, radio range station; Dillon, Mont., radio range station; Whitehall, Mont., radio range station; Great Falls, Mont., radio range station; Cut Bank, Mont., radio range station; Big Delta, Alaska, radio range station; the intersection of the northwest course of the Big Delta, Alaska, radio range and the east course of the Fairbanks, Alaska, radio range; Bettles, Alaska, radio range station.

§ 601.4103 *Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.)*. Truth or Consequences, N. Mex., radio range station; Las Vegas, N. Mex., radio range station; Trinidad, Colo., radio range station; Pueblo, Colo., radio range station; Colorado Springs, Colo., radio range station; Denver, Colo., radio range station; Casper, Wyo., radio range

station; Sheridan, Wyo., radio range station; Lewistown, Mont., radio range station.

§ 601.4104 *Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.)*. Brownsville, Tex., radio range station; the intersection of the south course of the Alice, Tex., radio range and the southwest course of the Corpus Christi, Tex., radio range; San Antonio, Tex., radio range station; Austin, Tex., nondirectional radio beacon; Waco, Tex., radio range station; intersection of the south course of the Forth Worth, Tex., radio range and a line bearing 255° True from the Dallas, Tex., nondirectional radio beacon; the intersection of the south course of the Oklahoma City, Okla., radio range and a line bearing 259° True from the Ardmore, Okla., nondirectional radio beacon; Oklahoma City, Okla., radio range station; Tulsa, Okla., radio range station; Chanute, Kans., radio range station; Sioux City, Iowa, radio range station; Sioux Falls, S. Dak., radio range station; Huron, S. Dak., radio range station; Aberdeen, S. Dak., radio range station; Minot, N. Dak., radio range station.

§ 601.4105 *Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.)*. Jackson, Miss., radio range station; Greenwood, Miss., radio range station; Advance, Mo., radio range station; Springfield, Ill., radio range station; the intersection of the east course of the Peoria, Ill., radio range and the southwest course of the Joliet, Ill., radio range; Joliet, Ill., radio range station.

§ 601.4106 *Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border)*. Jacksonville, Fla., radio range station; Alma, Ga., radio range station; Macon, Ga., radio range station; Bowling Green, Ky., radio range station; Lexington, Ky., nondirectional radio beacon.

§ 601.4107 *Amber civil airway No. 7 (Key West, Fla., to United States-Canadian Border)*. Key West, Fla., radio range station; Marathon, Fla., nondirectional radio beacon; Homestead, Fla., AFB nondirectional radio beacon; Miami, Fla., radio range station; West Palm Beach, Fla., radio range station; Melbourne, Fla., radio range station; Daytona Beach, Fla., radio range station; Brunswick, Ga., radio marker beacon; Savannah, Ga., radio range station; Charleston, S. C., radio range station; Florence, S. C., radio range station; the intersection of the north course of the Florence, S. C., radio range and the southwest course of the Raleigh, N. C., radio range; Raleigh, N. C., radio range station; the intersection of the northeast course of the Raleigh, N. C., radio range and the south course of the Blackstone, Va., radio range; the intersection of the southwest course of the Washington, D. C., radio range and the southeast course of the Quantico, Va., radio range; Washington, D. C., radio range station; the intersection of the northeast course of the Washington, D. C., radio range and the west course of the Baltimore, Md., radio range; Newark, N. J., radio range station; Hartford, Conn., radio range station; the intersection of the

northeast course of the Hartford, Conn., radio range and the southeast course of the Chicopee Falls, Mass., radio range; Portland, Maine, radio range station; Augusta, Maine, radio range station; the intersection of the southwest course of the Millinocket, Maine, radio range and the northwest course of the Bangor, Maine, radio range; Presque Isle, Maine, radio range station.

§ 601.4108 *Amber civil airway No. 8* (Los Angeles, Calif., to Ellensburg, Wash.). The intersection of a line bearing 260° True from the Los Angeles, Calif., nondirectional radio beacon and the southeast course of the Camarillo, Calif., radio range; Camarillo, Calif., radio range station; Santa Barbara, Calif., radio range station; the intersection of the northwest course of the San Francisco, Calif., radio range and the southwest course of the Travis AFB, Calif., radio range; the intersection of the southwest course of the Travis AFB, Calif., radio range and the northwest course of the Oakland, Calif., radio range; Travis AFB, Calif., radio range station; Whitmore, Calif., radio range station; Klamath Falls, Oreg., radio range station; Redmond, Oreg., radio range station; The Dalles, Oreg., radio range station; Yakima, Wash., radio range station.

§ 601.4109 *Amber civil airway No. 9* (Charleston, S. C., to Norfolk, Va.). Myrtle Beach, S. C., nondirectional radio beacon; Wilmington, N. C., nondirectional radio beacon; New Bern, N. C., nondirectional radio beacon; the intersection of a line bearing 11° True from the New Bern, N. C., nondirectional radio beacon and the southwest course of the Norfolk, Va., radio range.

§ 601.4110 *Amber civil airway No. 10* (Hawaiian Islands). Intersection of the south course of the Honolulu, T. H., radio range and the west course of the Hilo, T. H., radio range; the intersection of the south course of the Honolulu, Oahu, T. H., radio range and a line bearing 237° True from the Makapuu Point, Oahu, T. H., nondirectional radio beacon.

§ 601.4111 *Amber civil airway No. 11* (Hawaiian Islands). Intersection of the south course of the Maui, T. H., radio range and the west course of the Hilo, T. H., radio range.

§ 601.4112 *Amber civil airway No. 12* (Hawaiian Islands). Hilo, T. H., radio range station; the intersection of the southeast course of the Maui, T. H., radio range and the north course of the Hilo, T. H., radio range.

§ 601.4113 *Amber civil airway No. 13* (Hawaiian Islands). No reporting point designation.

RED CIVIL AIRWAYS

§ 601.4201 *Red civil airway No. 1* (Big Spring, Tex., to San Antonio, Tex.). Junction, Tex., nondirectional radio beacon.

§ 601.4202 *Red civil airway No. 2* (Sheridan, Wyo., to Rapid City, S. Dak.). Rapid City, S. Dak., radio range station.

§ 601.4203 *Red civil airway No. 3* (Philipsburg, Pa., to Hartford, Conn.). No reporting point designation.

§ 601.4204 *Red civil airway No. 4* (Las Vegas, N. Mex., to Tucumcari, N. Mex.). No reporting point designation.

§ 601.4205 *Red civil airway No. 5* (Sioux Falls, S. Dak., to St. Paul, Minn.). No reporting point designation.

§ 601.4206 *Red civil airway No. 6* (Denver, Colo., to Omaha, Nebr.). Akron, Colo., radio range station; Lincoln, Nebr., radio range station.

§ 601.4207 *Red civil airway No. 7* (Atlanta, Ga., to Greensboro, N. C.). Greenville, S. C., radio range station; Charlotte, N. C., radio range station.

§ 601.4208 *Red civil airway No. 8* (Dayton, Ohio, to Newark, N. J.). The intersection of the east course of the Wright-Patterson, Ohio, AFB radio range and the south course of the Columbus, Ohio, radio range; Williamsport, Pa., radio range station; the Crystal Lake, Pa., nondirectional radio beacon; the intersection of the northeast course of the Allentown, Pa., radio range and the northwest course of the Newark, N. J., radio range.

§ 601.4209 *Red civil airway No. 9* (San Diego, Calif., to Casa Grande, Ariz.). El Centro, Calif., radio range station; Yuma, Ariz., radio range station; Gila Bend, Ariz., radio range station.

§ 601.4210 *Red civil airway No. 10* (Wichita Falls, Tex., to Augusta, Ga.). Wichita Falls, Tex., radio range station; Dallas, Tex., nondirectional radio beacon; the intersection of a line bearing 13° True from the Tyler, Tex., nondirectional radio beacon with the west course of the Shreveport, La., radio range; Shreveport, La., radio range station; Monroe, La., radio range station; Meridian, Miss., radio range station; Birmingham, Ala., radio range station; Augusta, Ga., radio range station.

§ 601.4211 *Red civil airway No. 11* (Enid, Okla., to Boston, Mass.). Springfield, Mo., radio range station; Vichy, Mo., nondirectional radio beacon.

§ 601.4212 *Red civil airway No. 12* (Joliet, Ill., to Erie, Pa.). South Bend, Ind., radio range station; the intersection of the east course of the South Bend, Ind., radio range and the south course of the Battle Creek, Mich., radio range; the intersection of the southeast course of the Lansing, Mich., radio range and the west course of the Detroit, Mich., radio range.

§ 601.4213 *Red civil airway No. 13* (Wheeling, W. Va., to Boston, Mass.). Westover, Pa., nondirectional radio beacon; Poughkeepsie, N. Y., radio range station; Providence, R. I., radio range station.

§ 601.4214 *Red civil airway No. 14* (Lone Rock, Wis., to Indianapolis, Ind.). Rockford, Ill., radio range station; Chicago, Ill., radio range station.

§ 601.4215 *Red civil airway No. 15* (Reno, Nev., to Phoenix, Ariz.). The intersection of the southeast course of

the Las Vegas, Nev., radio range and the north course of the Needles, Calif., radio range.

§ 601.4216 *Red civil airway No. 16* (Tallahassee, Fla., to Raleigh, N. C.). Albany, Ga., radio range station; Columbia, S. C., radio range station; Lumberton, N. C., nondirectional radio beacon.

§ 601.4217 *Red civil airway No. 17* (St. Louis, Mo., to Baltimore, Md.). Scott AFB, Belleville, Ill., radio range station; Fort Wayne, Ind., radio range station; Findlay, Ohio, nondirectional radio beacon; Mansfield, Ohio, nondirectional radio beacon; Bergholz, Pa., nondirectional radio beacon; the intersection of the northeast course of the Arcola, Va., radio range and the west course of the Baltimore, Md., radio range; Baltimore, Md., radio range station.

§ 601.4218 *Red civil airway No. 18* (Indianapolis, Ind., to Washington, D. C.). Cincinnati, Ohio, radio range station; Huntington, W. Va., nondirectional radio beacon; Charleston, W. Va., radio range station; Elkins, W. Va., radio range station; Front Royal, Va., radio range station.

§ 601.4219 *Red civil airway No. 19* (Traverse City, Mich., to Norfolk, Va.). The Saginaw, Mich., nondirectional radio beacon.

§ 601.4220 *Red civil airway No. 20* (Lansing, Mich., to Washington, D. C.). Akron, Ohio, radio range station; the intersection of the south course of the Youngstown, Ohio, radio range and the northwest course of the Pittsburgh, Pa., radio range; the intersection of the southeast course of the Pittsburgh, Pa., radio range and the northeast course of the Morgantown, W. Va., radio range; the intersection of the northwest course of the Washington, D. C., radio range and the east course of the Martinsburg, W. Va., radio range.

§ 601.4221 *Red civil airway No. 21* (New York, N. Y., to Boston, Mass.). The intersection of the southeast course of the Hartford, Conn., radio range and the southwest course of the Quonset Point, R. I., (Navy) radio range; the intersection of the southwest course of the Providence, R. I., radio range and the southwest course of the Quonset Point, R. I., (Navy) radio range.

§ 601.4222 *Red civil airway No. 22* (Mount Clemens, Mich., to Albany, N. Y.). The intersection of the northeast course of the Buffalo, N. Y., radio range and the northwest course of the Rochester, N. Y., radio range; Utica, N. Y., radio range station.

§ 601.4223 *Red civil airway No. 23* (United States-Canadian Border to New York, N. Y.). The Houghton, Mich., radio range station; Sault Ste. Marie, Mich., radio range station; Elmira, N. Y., radio range station; the intersection of the northeast course of the Allentown, Pa., radio range and the northwest course of the New York (La Guardia), N. Y., radio range; the Paterson, N. J., nondirectional radio beacon; the intersection of the east course of the New York (La Guardia), N. Y., radio range

and the northeast course of the Mitchell AFB, N. Y., radio range.

§ 601.4224 *Red civil airway No. 24* (Amarillo, Tex., to Oklahoma City, Okla.). No reporting point designation.

§ 601.4225 *Red civil airway No. 25* (United States-Canadian Border to Bangor, Maine). No reporting point designation.

§ 601.4226 *Red civil airway No. 26* (Petersburg, Va., to Corapeake, N. C.). Waverly, Va., radio range station.

§ 601.4227 *Red civil airway No. 27* (Nenabank, Alaska, to Wolf Intersection, Alaska). The intersection of the southeast course of the Nenana, Alaska, radio range and the southwest course of the Fairbanks, Alaska, radio range.

§ 601.4228 *Red civil airway No. 28* (Rockford, Ill., to Detroit, Mich.). The intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range; the intersection of the northeast course of the Chicago, Ill., radio range and the north course of the South Bend, Ind., radio range.

§ 601.4230 *Red civil airway No. 30* (Shreveport, La., to Jacksonville, Fla.). Alexandria, La., radio range station; Baton Rouge, La., radio range station; the intersection of the east course of the New Orleans, La., radio range and the southwest course of the Keesler AFB, Biloxi, Miss., radio range; the intersection of the west course of the Pensacola, Fla., radio range and the northeast course of the Saufley Field (Navy) radio range; Crestview, Fla., radio range station; Tallahassee, Fla., radio range station; the intersection of the east course of the Tallahassee, Fla., radio range and a line bearing 182° True from the Valdosta, Ga., nondirectional radio beacon.

§ 601.4231 *Red civil airway No. 31* (Cheyenne, Wyo., to La Crosse, Wis.). Scottsbluff, Nebr., radio range station; Pierre, S. Dak., radio range station.

§ 601.4232 *Red civil airway No. 32* (Laredo, Tex., to Houston, Tex.). Kelly, Tex., radio range station; Smithville, Tex., nondirectional radio beacon; Richmond, Tex., radio range station.

§ 601.4233 *Red civil airway No. 33* (Norfolk, Va., to Boston, Mass.). Arcola, Va., radio range station; the intersection of the northeast course of the Arcola, Va., radio range and the south course of the Harrisburg, Pa., radio range.

§ 601.4234 *Red civil airway No. 34* (Charleston, W. Va., to Weeksville, N. C.). Pulaski, Va., radio range station.

§ 601.4235 *Red civil airway No. 35* (Pueblo, Colo., to St. Joseph, Mo.). La Junta, Colo., radio range station; Garden City, Kans., radio range station; Hutchinson, Kans., radio range station; Forbes AFB, Topeka, Kans.

§ 601.4236 *Red civil airway No. 36* (Rochester, Minn., to La Crosse, Wis.). Rochester, Minn., radio range station.

§ 601.4237 *Red civil airway No. 37* (Tyler, Tex., to Gordonsville, Va.).

Tyler, Tex., nondirectional radio beacon; Little Rock, Ark., radio range station; Lynchburg, Va., radio range station.

§ 601.4238 *Red civil airway No. 38* (Big Spring, Tex., to San Antonio, Tex.). San Angelo, Tex., radio range station.

§ 601.4239 *Red civil airway No. 39* (Bethel, Alaska, to Fairbanks, Alaska). Bethel, Alaska, radio range station; Aniak, Alaska, radio range station; Minchumina, Alaska, radio range station; Nenana, Alaska, radio range station.

§ 601.4240 *Red civil airway No. 40* (Kodiak, Alaska, to Anchorage, Alaska). Kodiak, Alaska, radio range station; Shuyak, Alaska, nondirectional radio beacon; Homer, Alaska, radio range station; the intersection of the east course of the Kenai, Alaska, radio range and the southwest course of the Anchorage, Alaska, radio range; Anchorage, Alaska, radio range station.

§ 601.4241 *Red civil airway No. 41* (Cape Spencer, Alaska, to Sisters Island, Alaska). No reporting point designation.

§ 601.4242 *Red civil airway No. 42* (Milwaukee, Wis., to Aurora, Ill.). No reporting point designation.

§ 601.4244 *Red civil airway No. 44* (Bellingham, Wash., to United States-Canadian Border). No reporting point designation.

§ 601.4245 *Red civil airway No. 45* (Blackstone, Va., to Lancaster, Pa.). Manakin, Va., non-directional radio beacon.

§ 601.4246 *Red civil airway No. 46* (United States-Canadian Border to Jamestown, N. Dak.). No reporting point designation.

§ 601.4247 *Red civil airway No. 47* (Tampa, Fla., to Daytona Beach, Fla.). Orlando, Fla., radio range station.

§ 601.4249 *Red civil airway No. 49* (Elko, Nev., to Fort Bridger, Wyo.). Wendover, Utah, radio range station.

§ 601.4250 *Red civil airway No. 50* (Galena, Alaska, to Fairbanks, Alaska). Tanana, Alaska, radio range station.

§ 601.4251 *Red civil airway No. 51* (Blackstone, Va., to Norfolk, Va.). No reporting point designation.

§ 601.4252 *Red civil airway No. 52* (Memphis, Tenn., to Birmingham, Ala.). Muscle Shoals, Ala., radio range station.

§ 601.4253 *Red civil airway No. 53* (Portland, Oreg., to Spokane, Wash.). Walla Walla, Wash., radio range station.

§ 601.4254 *Red civil airway No. 54* (Burley, Idaho, to Salt Lake City, Utah). No reporting point designation.

§ 601.4255 *Red civil airway No. 55* (Chicago, Ill., to Columbus, Ohio). No reporting point designation.

§ 601.4256 *Red civil airway No. 56* (Red Bluff, Calif., to Whitmore, Calif.). No reporting point designation.

§ 601.4257 *Red civil airway No. 57* (Des Moines, Iowa, to Youngstown, Ohio). Battle Creek, Mich., radio range station.

§ 601.4258 *Red civil airway No. 58* (Augusta, Maine, to United States-Canadian Border). Bangor, Maine radio range station.

§ 601.4259 *Red civil airway No. 59* (Garden City, Kans., to Oklahoma City, Okla.). No reporting point designation.

§ 601.4260 *Red civil airway No. 60* (Oakland, Calif., to Stockton, Calif.). Stockton, Calif., radio range station; the intersection of the east course of the Stockton, Calif., radio range and the southeast course of the Sacramento, Calif., radio range.

§ 601.4261 *Red civil airway No. 61* (Butler, Pa., to Washington, D. C.). Butler, Pa., nondirectional radio beacon; the intersection of the northwest course of the Arcola, Va., radio range and the west course of the Martinsburg, W. Va., radio range.

§ 601.4263 *Red civil airway No. 63* (Bangor, Mich., to Jackson, Mich.). No reporting point designation.

§ 601.4264 *Red civil airway No. 64* (United States-Canadian Border to Annette Island, Alaska). No reporting point designation.

§ 601.4265 *Red civil airway No. 65* (Los Angeles, Calif., to Hayfield Lake, Calif.). The intersection of a line bearing 175° True from the Los Angeles, Calif., nondirectional radio beacon and the southwest course of the Long Beach, Calif., radio range.

§ 601.4267 *Red civil airway No. 67* (Crestview, Fla., to Atlanta, Ga.). Dothan, Ala., radio range station.

§ 601.4268 *Red civil airway No. 68* (Midland, Tex., to Shreveport, La.). Midland, Tex., radio range station.

§ 601.4269 *Red civil airway No. 69* (Midland, Tex., to Big Spring, Tex.). No reporting point designation.

§ 601.4270 *Red civil airway No. 70* (Midland, Tex., to Lubbock, Tex.). No reporting point designation.

§ 601.4271 *Red civil airway No. 71* (El Paso, Tex., to Lubbock, Tex.). Roswell, N. Mex., radio range station; Lubbock, Tex., radio range station.

§ 601.4272 *Red civil airway No. 72* (Millville, N. J., to Paterson, N. J.). Willow Grove, Pa. (Navy), radio range station.

§ 601.4273 *Red civil airway No. 73* (Baltimore, Md., to Millville, N. J.). No reporting point designation.

§ 601.4274 *Red civil airway No. 74* (New Orleans, La., to Bay Minette, Ala.). No reporting point designation.

§ 601.4275 *Red civil airway No. 75* (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.). No reporting point designation.

§ 601.4276 *Red civil airway No. 76* (Williams, Calif., to Auburn, Calif.). No reporting point designation.

§ 601.4277 *Red civil airway No. 77* (Greensboro, N. C., to Atlantic City, N. J.). No reporting point designation.

§ 601.4278 *Red civil airway No. 78* (Medford, Oreg., to Klamath Falls, Oreg.). No reporting point designation.

§ 601.4279 *Red civil airway No. 79* (Neah Bay, Wash., to Everett, Wash.). No reporting point designation.

§ 601.4280 *Red civil airway No. 80* (Helena, Mont., to Miles City, Mont.). No reporting point designation.

§ 601.4281 *Red civil airway No. 81* (Lansing, Mich., to Detroit, Mich.). No reporting point designation.

§ 601.4282 *Red civil airway No. 82* (Skwentna, Alaska, to Anchorage, Alaska). No reporting point designation.

§ 601.4283 *Red civil airway No. 83* (Gila Bend, Ariz., to Tucson, Ariz.). No reporting point designation.

§ 601.4284 *Red civil airway No. 84* (Meridian, Miss., to Columbus, Ga.). Columbus, Ga., radio range station.

§ 601.4286 *Red civil airway No. 86* (Millinocket, Maine, to Houlton, Maine). No reporting point designation.

§ 601.4287 *Red civil airway No. 87* (Hawaiian Islands). Intersection of the northwest course of the Port Allen, T. H., radio range and a point 100 miles northwest of the Port Allen, T. H., radio range station; Port Allen, T. H., radio range station; Maui, T. H., radio range station; intersection of the southeast course of the Maui, T. H., radio range and the east course of the Hilo, T. H., radio range.

§ 601.4288 *Red civil airway No. 88* (Albuquerque, N. Mex., to Hobbs, N. Mex.). Hobbs, N. Mex., radio range station.

§ 601.4289 *Red civil airway No. 89* (Quincy, Ill., to Peoria, Ill.). Peoria, Ill., radio range station.

§ 601.4290 *Red civil airway No. 90* (Oxnard, Calif., to Burbank, Calif.). No reporting point designation.

§ 601.4291 *Red civil airway No. 91* (Dunkirk, N. Y., to Syracuse, N. Y.). No reporting point designation.

§ 601.4292 *Red civil airway No. 92* (Sault Ste. Marie, Mich., to United States-Canadian Border). No reporting point designation.

§ 601.4293 *Red civil airway No. 93* (Lincoln, Nebr., to Omaha, Nebr.). No reporting point designation.

§ 601.4294 *Red civil airway No. 94* (Providence, R. I., to Hyannis, Mass.). The intersection of the east course of the Providence, R. I., radio range and the northeast course of the Quonset Point, R. I., (Navy) radio range.

§ 601.4295 *Red civil airway No. 95* (Elmira, N. Y., to Utica, N. Y.). The intersection of the south course of the Syracuse, N. Y., radio range and the northeast course of the Elmira, N. Y., radio range.

§ 601.4296 *Red civil airway No. 96* (Palacios, Tex., to Baton Rouge, La.). Houston, Tex., radio range station; Beaumont, Tex., radio range station.

§ 601.4297 *Red civil airway No. 97* (United States-Canadian Border near

Lukehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.). No reporting point designation.

§ 601.4298 *Red civil airway No. 98* (Vichy, Mo., to Belleville, Ill.). No reporting point designation.

§ 601.4299 *Red civil airway No. 99* (Iliamna, Alaska, to Homer, Alaska). The Iliamna, Alaska, radio range station.

§ 601.4300 *Red civil airway No. 100* (South Bend, Ind., to Battle Creek, Mich.). No reporting point designation.

§ 601.4301 *Red civil airway No. 101* (Biloxi, Miss., to Pensacola, Fla.). No reporting point designation.

§ 601.4302 *Red civil airway No. 102* (Lexington, Ky., to Huntington, W. Va.). No reporting point designation.

§ 601.4303 *Red civil airway No. 103* (Anchorage, Alaska, to Middleton Island, Alaska). No reporting point designation.

§ 601.4304 *Red civil airway No. 104* (Greensboro, N. C., to Raleigh, N. C.). No reporting point designation.

§ 601.4305 *Red civil airway No. 105* (Wichita, Kans., to Neosho, Mo.). No reporting point designation.

§ 601.4306 *Red civil airway No. 106* (Scottsbluff, Nebr., to North Platte, Nebr.). No reporting point designation.

§ 601.4307 *Red civil airway No. 107* (Stanton, Minn., to Red Wing, Minn.). No reporting point designation.

§ 601.4308 *Red civil airway No. 108* (Promontory Point, Utah to Fort Bridger, Wyo.). No reporting point designation.

§ 601.4309 *Red civil airway No. 109* (Portland, Oreg., to Spokane, Wash.). No reporting point designation.

§ 601.4310 *Red civil airway No. 110* (Mobile, Ala., to Pensacola, Fla.). Brookley AFB, Mobile, Ala., nondirectional radio beacon.

§ 601.4312 *Red civil airway No. 112* (Albany, N. Y., to Westfield, Mass.). Westfield, Mass., radio range station.

§ 601.4313 *Red civil airway No. 113* (Hawaiian Islands). The intersection of the south course of the Port Allen, Kauai, T. H., radio range and a line bearing 246° True from the Honolulu, Oahu, T. H., radio range station; Makapuu Point, Oahu, T. H., nondirectional radio beacon; the intersection of a line bearing 062° True from the Makapuu Point, Oahu, T. H., nondirectional radio beacon and the north course of the Maui, T. H., radio range.

BLUE CIVIL AIRWAYS

§ 601.4601 *Blue civil airway No. 1* (Miami, Fla., to Tampa, Fla.). The intersection of a line bearing 58° True from the Fort Myers, Fla., nondirectional radio beacon and the southeast course of the Tampa, Fla., radio range.

§ 601.4602 *Blue civil airway No. 2* (Montgomery, Ala., to Erie, Pa.). Erie, Pa., radio range station.

§ 601.4603 *Blue civil airway No. 3* (Miami, Fla., to Sault Ste. Marie, Mich.). Fort Myers, Fla., nondirectional radio beacon; Tampa, Fla., radio range station; Cross City, Fla., radio range station; Traverse City, Mich., radio range station; Pellston, Mich., nondirectional radio beacon.

§ 601.4604 *Blue civil airway No. 4* (Boston, Mass., to United States-Canadian Border). Concord, N. H., radio range station; the intersection of the southeast course of the Burlington, Vt., radio range and the southwest course of the Montpelier, Vt., radio range; Burlington, Vt., radio range station.

§ 601.4605 *Blue civil airway No. 5* (Galveston, Tex., to Wichita, Kans.). Galveston, Tex., radio range station; Bryan, Tex., radio range station.

§ 601.4606 *Blue civil airway No. 6* (Abilene, Tex., to Muskegon, Mich.). No reporting point designation.

§ 601.4607 *Blue civil airway No. 7* (Hollister, Calif., to Williams, Calif.). No reporting point designation.

§ 601.4608 *Blue civil airway No. 8* (Fargo, N. Dak., to United States-Canadian Border). Grand Forks, N. Dak., radio range station; Pembina, N. Dak., radio range station.

§ 601.4609 *Blue civil airway No. 9* (Springfield, Mo., to United States-Canadian Border). Duluth, Minn., radio range station.

§ 601.4610 *Blue civil airway No. 10* (Fresno, Calif., to Williams, Calif.). The intersection of the west course of the Fresno, Calif., radio range and the south course of the Stockton, Calif., radio range; Evergreen, Calif., nondirectional radio beacon.

§ 601.4611 *Blue civil airway No. 11* (Findlay, Ohio, to Dunkirk, N. Y.). No reporting point designation.

§ 601.4612 *Blue civil airway No. 12* (McGrath, Alaska to Galena, Alaska). No reporting point designation.

§ 601.4613 *Blue civil airway No. 13* (Houston, Tex., to Des Moines, Iowa). Lufkin, Tex., non-directional radio beacon; Fort Smith, Ark., non-directional radio beacon.

§ 601.4614 *Blue civil airway No. 14* (El Centro, Calif., to Sacramento, Calif.). The intersection of the northwest course of the Riverside, Calif., radio range and the southeast course of the Palmdale, Calif., radio range.

§ 601.4615 *Blue civil airway No. 15* (Akron, Ohio, to Hubbard, Ohio). No reporting point designation.

§ 601.4616 *Blue civil airway No. 16* (Waverly, Va., to Tappahannock, Va.). No reporting point designation.

§ 601.4617 *Blue civil airway No. 17* (Bangor, Maine, to Presque Isle, Maine). Houlton, Maine, radio range station.

§ 601.4618 *Blue civil airway No. 18* (Paterson, N. J., to United States-Canadian Border). No reporting point designation.

§ 601.4619 *Blue civil airway No. 19* (Key West, Fla., to Orlando, Fla.). The intersection of the north course of the Perrine, Fla., radio range and the west course of the West Palm Beach, Fla., radio range.

§ 601.4620 *Blue civil airway No. 20* (Millville, N. J., to Allentown, Pa.). No reporting point designation.

§ 601.4621 *Blue civil airway No. 21* (Coles Point, Va., to Elmira, N. Y.). No reporting point designation.

§ 601.4623 *Blue civil airway No. 23* (Norfolk, Va., to Chincoteague, Va.). No reporting point designation.

§ 601.4625 *Blue civil airway No. 25* (Middleton Island, Alaska, to Big Delta, Alaska). The intersection of the northeast course of the Hinchinbrook, Alaska, radio range and the south course of the Gulkana, Alaska, radio range.

§ 601.4626 *Blue civil airway No. 26* (Anchorage, Alaska, to Fairbanks, Alaska). Talkeetna, Alaska, nondirectional radio beacon; Summit, Alaska, radio range station.

§ 601.4627 *Blue civil airway No. 27* (Kodiak, Alaska, to Kotzebue, Alaska). The intersection of the west course of the Kodiak, Alaska, radio range and the southeast course of the King Salmon, Alaska, radio range; Kotzebue, Alaska, non-directional radio beacon.

§ 601.4628 *Blue civil airway No. 28* (Columbia, S. C., to Bulls Gap, Tenn.). The intersection of the northwest course of the Spartanburg, S. C., radio range and a line bearing 57° True from the Asheville, N. C. (Hendersonville), nondirectional radio beacon.

§ 601.4629 *Blue civil airway No. 29* (Raleigh, N. C., to Lynchburg, Va.). The intersection of the northeast course of the Greensboro, N. C., radio range and the southeast course of the Lynchburg, Va., radio range.

§ 601.4630 *Blue civil airway No. 30* (Brownsville, Tex., to Pueblo, Colo.). Dalhart, Tex., nondirectional radio beacon; the intersection of the southwest course of the La Junta, Colo., radio range and the northeast course of the Trinidad, Colo., radio range.

§ 601.4631 *Blue civil airway No. 31* (Burlington, Iowa, to Madison, Wis.). No reporting point designation.

§ 601.4632 *Blue civil airway No. 32* (Anchorage, Alaska, to Talkeetna, Alaska). No reporting point designation.

§ 601.4633 *Blue civil airway No. 33* (Lansing, Mich., to Saginaw, Mich.). No reporting point designation.

§ 601.4634 *Blue civil airway No. 34* (Terre Haute, Ind., to Peoria, Ill.). No reporting point designation.

§ 601.4636 *Blue civil airway No. 36* (Akron, Colo., to Kimball, Nebr.). No reporting point designation.

§ 601.4637 *Blue civil airway No. 37* (Casper, Wyo., to Rapid City, S. Dak.). No reporting point designation.

§ 601.4638 *Blue civil airway No. 38* (Five Finger, Alaska, to United States-

Canadian Border). Five Finger, Alaska, nondirectional radio beacon; the intersection of the southeast course of the Gustavus, Alaska, radio range and the northeast course of the Sitka, Alaska, radio range; Gustavus, Alaska, radio range station.

§ 601.4639 *Blue civil airway No. 39* (Savannah, Ga., to Elmira, N. Y.). The Paynesville, W. Va., nondirectional radio beacon.

§ 601.4640 *Blue civil airway No. 40* (Concord, N. H., to Burlington, Vt.). Montpelier, Vt., radio range station.

§ 601.4641 *Blue civil airway No. 41* (Hartford, Conn., to United States-Canadian Border). No reporting point designation.

§ 601.4642 *Blue civil airway No. 42* (Goshen, Ind., to Saginaw, Mich.). No reporting point designation.

§ 601.4643 *Blue civil airway No. 43* (Healy, Alaska, to Fairbanks, Alaska). No reporting point designation.

§ 601.4644 *Blue civil airway No. 44* (Indianapolis, Ind., to United States-Canadian Border). Kokomo, Ind., nondirectional radio beacon; the intersection of the northeast course of the Fort Wayne, Ind., radio range and the east course of the Goshen, Ind., radio range.

§ 601.4645 *Blue civil airway No. 45* (Greenfield, Mass., to Newport, Vt.). No reporting point designation.

§ 601.4646 *Blue civil airway No. 46* (Memphis, Tenn., to Paducah, Ky.). Dyersburg, Tenn., nondirectional radio beacon; Paducah, Ky., nondirectional radio beacon.

§ 601.4647 *Blue civil airway No. 47* (Blackstone, Va., to Dunkirk, N. Y.). The intersection of the south course of the Altoona, Pa., radio range and the southeast course of the Pittsburgh, Pa., radio range; Bradford, Pa., nondirectional radio beacon.

§ 601.4648 *Blue civil airway No. 48* (Marathon, Fla., to Miami, Fla.). The intersection of the southeast course of the Miami, Fla., radio range and the northeast course of the Key West, Fla., radio range.

§ 601.4649 *Blue civil airway No. 49* (Atlantic City, N. J., to Philadelphia, Pa.). No reporting point designation.

§ 601.4651 *Blue civil airway No. 51* (Wendover, Utah, to Dubois, Idaho). No reporting point designation.

§ 601.4653 *Blue civil airway No. 53* (Providence, R. I., to Hartford, Conn.). No reporting point designation.

§ 601.4654 *Blue civil airway No. 54* (Evergreen, Calif., to Hamilton AFB, Calif.). No reporting point designation.

§ 601.4655 *Blue civil airway No. 55* (Crestview, Fla., to Montgomery, Ala.). The intersection of the north course of the Crestview, Fla., radio range and the northeast course of the Whiting NAS, Fla., radio range.

§ 601.4656 *Blue civil airway No. 56* (Elizabeth City, N. C., to Washington, D. C.). Langley, Va., AFB radio range station; the intersection of the south-

east course of the Andrews, Md., radio range and the northeast course of the Tappahannock, Va., radio range.

§ 601.4657 *Blue civil airway No. 57* (Elko, Nev., to Burley, Idaho). No reporting point designation.

§ 601.4658 *Blue civil airway No. 58* (Hyannis, Mass., to Squantum, Mass.). No reporting point designation.

§ 601.4660 *Blue civil airway No. 60* (Sunnyvale, Calif., to Stockton, Calif.). No reporting point designation.

§ 601.4663 *Blue civil airway No. 63* (Concord, N. H., to Berlin, N. H.). No reporting point designation.

§ 601.4664 *Blue civil airway No. 64* (Wink, Tex., to Hobbs, N. Mex.). No reporting point designation.

§ 601.4665 *Blue civil airway No. 65* (Shuyak, Alaska, to Homer, Alaska). No reporting point designation.

§ 601.4666 *Blue civil airway No. 66* (Bridgeport, Conn., to Poughkeepsie, N. Y.). Bridgeport, Conn., radio range station.

§ 601.4667 *Blue civil airway No. 67* (Yuma, Ariz., to Las Vegas, Nev.). No reporting point designation.

§ 601.4668 *Blue civil airway No. 68* (Midland, Tex., to Hobbs, N. Mex.). No reporting point designation.

§ 601.4669 *Blue civil airway No. 69* (St. Louis, Mo., to Quincy, Ill.). Quincy, Ill., nondirectional radio beacon.

§ 601.4670 *Blue civil airway No. 70* (Waco, Tex., to Tulsa, Okla.). Ardmore, Okla., nondirectional radio beacon.

§ 601.4671 *Blue civil airway No. 71* (Toledo, Wash., to Seattle, Wash.). Shelton, Wash., nondirectional radio beacon.

§ 601.4672 *Blue civil airway No. 72* (Enid, Okla., to Wichita, Kans.). Vance AFB nondirectional radio beacon.

§ 601.4675 *Blue civil airway No. 75* (Cleveland, Ohio, to United States-Canadian Border). No reporting point designation.

§ 601.4676 *Blue civil airway No. 76* (Sinclair, Wyo., to Casper, Wyo.). No reporting point designation.

§ 601.4678 *Blue civil airway No. 78* (Spring Bay, Utah, to Malad City, Idaho). No reporting point designation.

§ 601.4679 *Blue civil airway No. 79* (Annette Island, Alaska, to United States-Canadian Border). Annette Island, Alaska, radio range station; Petersburg, Alaska, radio range station; the intersection of the northeast course of the Sitka, Alaska, radio range and the northwest course of the Petersburg, Alaska, radio range; Haines, Alaska, nondirectional radio beacon.

§ 601.4680 *Blue civil airway No. 80* (Unalakleet, Alaska, to Moses Point, Alaska). No reporting point designation.

§ 601.4681 *Blue civil airway No. 81* (Charleston, W. Va., to Akron, Ohio). No reporting point designation.

§ 601.4684 *Blue civil airway No. 84 (Augusta, Maine, to Millinocket, Maine).* No reporting point designation.

§ 601.4685 *Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.).* No reporting point designation.

§ 601.4686 *Blue civil airway No. 86 (Goshen, Ind., to Fort Wayne, Ind.).* No reporting point designation.

§ 601.4687 *Blue civil airway No. 87 (Atlanta, Ga., to Detroit, Mich.).* Corbin, Ky., VHF VAR radio range station.

OTHER REPORTING POINTS

§ 601.5001 *Other reporting points.* Whidbey Island, Wash.; Navy Radio Range; Farallon Island, Calif., nondirectional radio beacon.

Anchorage-Sandspit route: The Middleton Island, Alaska, nondirectional radio beacon.

Azalea Intersection: The intersection of the southeast course of the Charleston, S. C., radio range and a line bearing 195° True from the Wilmington (Carolina Beach), N. C., nondirectional radio beacon.

Bass Intersection: The intersection of the southeast course of the Weeksville, N. C. (Navy) radio range and the western boundary of the New York Oceanic Control Area.

Bon Secour Intersection: The intersection of the southeast course of the Mobile, Ala., radio range and the west course of the Pensacola, Fla., radio range.

Cod Intersection: The intersection of a Great Circle course between the Nantucket, Mass., Consol station (monitor site) and the Azores Santa Maria nondirectional radio beacon and the western boundary of the New York Oceanic Control Area at latitude 41°29'00" N., longitude 68°00'00" W.

Carp Intersection: The intersection of a direct line between the Carolina Beach (Wilmington, N. C.) nondirectional radio beacon and the Nassau, British West Indies, nondirectional radio beacon with the western boundary of the New York Oceanic Control Area.

Snapper Intersection: The intersection of the northeast course of the Melbourne, Fla., radio range and a line bearing 14° True from West Palm Beach, Fla., radio range station.

East Nantucket Intersection: The intersection of a line bearing 82° True from the Nantucket, Mass., Consol station (monitor site) and the southeast course of the Squantum, Mass., (Navy), radio range.

East Norfolk Intersection: Intersection of the east course of the Norfolk, Va. (Navy) radio range and the northeast course of the Weeksville, N. C. (Navy) radio range.

Bel Intersection: Intersection of the southeast course of the Boston, Mass., radio range and the western boundary of the New York Oceanic Control Area.

Gateway Intersection: The intersection of the east course of the Jacksonville, Fla., radio range and a line bearing 195° True from the Wilmington (Carolina Beach), N. C., nondirectional radio beacon.

Gateway Pine Intersection: The intersection of the 239° True radial of the North Bend, Oreg., omnirange and the eastern boundary of the Seattle Oceanic Control Area at latitude 42°19'15" N., longitude 126°46'30" W.

Gateway Hemlock Intersection: The intersection of the 237° True radial of the Newport, Oreg., omnirange and the eastern boundary of the Seattle Oceanic Control Area at latitude 43°18'45" N., longitude 126°40'00" W.

Gateway Cedar Intersection: The intersection of the 234° True radial of the Hoquiam, Wash., omnirange and the eastern boundary of the Seattle Oceanic Control

Area at latitude 45°33'00" N., longitude 126°44'50" W.

Granite Intersection: The intersection of a line bearing 118° True from the Homer, Alaska, radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

Gulfstream Intersection: The intersection of the southeast course of the Miami, Fla., radio range and the northeast course of the Key West, Fla., radio range.

Marble Intersection: The intersection of a line bearing 107° True from the Kodiak, Alaska, radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

North Nantucket Intersection: Intersection of the east course of the Boston, Mass., radio range and the centerline of the Nantucket, Mass.-Yarmouth, N. S., domestic control area.

Sable Intersection: The intersection of the southwest course of the Perrine, Fla., radio range and the centerline of the Marathon control area extension (§ 601.1234).

Shad Intersection: Intersection of the southeast course of the Millville, N. J., radio range and the western boundary of the New York Oceanic Control Area.

Haddock Intersection: The intersection of a rhumb line between the Nantucket, Mass., Consol station (monitor site) and the Kindley AFB Bermuda nondirectional radio beacon and the western boundary of the New York Oceanic Control Area at latitude 39°50'00" N., longitude 69°14'30" W.

South Bangor Intersection: Intersection of the southeast course of the Bangor, Maine, radio range and the centerline of the Nantucket, Mass.-Yarmouth, N. S., Domestic control area.

South Island Intersection: Intersection of the southeast course of the Newark, N. J., radio range and the northeast course of the Atlantic City, N. J. (Navy) radio range.

South Millville Intersection: Intersection of the southeast course of the Millville, N. J., radio range and the southeast course of the Atlantic City, N. J. (Navy) radio range.

South Portland Intersection: Intersection of the southeast course of the Portland, Maine, radio range and the centerline of the East Boston, Mass.-Yarmouth, N. S., Domestic control area.

Smelt Intersection: Intersection of the southeast course of the Charleston, S. C., radio range and the western boundary of the New York Oceanic Control Area.

Trout Intersection: Intersection of the east course of the Jacksonville, Fla., radio range and the western boundary of the New York Oceanic Control Area.

Tuna Intersection: Intersection of the southeast course of the Newark, N. J., radio range and the western boundary of the New York Oceanic Control Area.

Domestic Annette Intersection: The intersection of the southwest course of the Annette, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

Domestic Sitka Intersection: The intersection of the southwest course of the Sitka, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

Domestic Gustavus Intersection: The intersection of the southwest course of the Gustavus, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

Domestic Yakutat Intersection: The intersection of the southwest course of the Yakutat, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

Domestic Yakataga Intersection: The intersection of the centerline of the Anchorage-Sandspit route and a line bearing 90° therefrom and lying over the Yakataga, Alaska, radio range station.

SUBPART F—VOR CIVIL AIRWAY CONTROL AREAS

DOMESTIC VOR CIVIL AIRWAY CONTROL AREAS

§ 601.6001 *VOR civil airway No. 1 control areas (Charleston, S. C., to New York, N. Y.).* All of VOR civil airway No. 1.

§ 601.6002 *VOR civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).* All of VOR civil airway No. 2 including north and south alternates.

§ 601.6003 *VOR civil airway No. 3 control areas (Key West, Fla., to Presque Isle, Maine).* All of VOR civil airway No. 3 including east and west alternates, but excluding all the airspace between the main airway and its west alternate extending from the Florence, S. C., omnirange station to the Raleigh, N. C., omnirange station.

§ 601.6004 *VOR civil airway No. 4 control areas (Seattle, Wash., to Washington, D. C.).* All of VOR civil airway No. 4 including north and south alternates, but excluding the airspace between the main airway and its south alternate between the Seattle, Wash., omnirange station and the Yakima, Wash., omnirange station and excluding the airspace between the main and its south alternate between the Topeka, Kans., omnirange station and the Columbia, Mo., omnirange station.

§ 601.6005 *VOR civil airway No. 5 control areas (Jacksonville, Fla., to London, Ontario).* All of VOR civil airway No. 5 including east and west alternates, but excluding the airspace between the main airway and its west alternate from the Alma, Ga., omnirange station to the Chattanooga, Tenn., omnirange station, and also excluding the airspace between the main airway and its east alternate from the Bowling Green, Ky., omnirange station to the Louisville, Ky., omnirange station.

§ 601.6006 *VOR civil airway No. 6 control areas (Oakland, Calif., to New York, N. Y.).* All of VOR civil airway No. 6, including north and south alternates.

§ 601.6007 *VOR civil airway No. 7 control areas (Miami, Fla., to Green Bay, Wis.).* All of VOR civil airway No. 7 including east and west alternates, but excluding all that airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States and also excluding the airspace between the main airway and its west alternate between the Cross City, Fla., omnirange station and the Marianna, Fla., omnirange station.

§ 601.6008 *VOR civil airway No. 8 control areas (Long Beach, Calif., to Washington, D. C.).* All of VOR civil airway No. 8 including north and south alternates.

§ 601.6009 *VOR civil airway No. 9 control areas (New Orleans, La., to Milwaukee, Wis.).* All of VOR civil airway No. 9 including east and west alternates.

§ 601.6010 *VOR civil airway No. 10 control areas (Pueblo, Colo., to New York,*

N. Y.). All of VOR civil airway No. 10 including north and south alternates, excluding the airspace between the north alternate from the Dodge City, Kans., omnirange station to the Hutchinson, Kans., omnirange station and the main airway.

§ 601.6011 VOR civil airway No. 11 control areas (Memphis, Tenn., to Detroit, Mich.). All of VOR civil airway No. 11 including east alternates and a west alternate.

§ 601.6012 VOR civil airway No. 12 control areas (Santa Barbara, Calif., to Philadelphia, Pa.). All of VOR civil airway No. 12 including north and south alternates but excluding the airspace between the main airway and its south alternate airway from the Needles, Calif., omnirange station to the Winslow, Ariz., omnirange station.

§ 601.6013 VOR civil airway No. 13 control areas (Houston, Tex., to Duluth, Minn.). All of VOR civil airway No. 13 including east and west alternates, but excluding the airspace between the main airway and the west alternate from the Des Moines, Iowa, omnirange station to the Mason City, Iowa, omnirange station and also excluding the airspace between the main airway and the west alternate from the Mason City, Iowa, omnirange station to the Minneapolis, Minn., omnirange station.

§ 601.6014 VOR civil airway No. 14 control areas (Roswell, N. Mex., to Boston, Mass.). All of VOR civil airway No. 14 including north and south alternates.

§ 601.6015 VOR civil airway No. 15 control areas (Galveston, Tex., to Minot, N. Dak.). All of VOR civil airway No. 15 including east and west alternates.

§ 601.6016 VOR civil airway No. 16 control areas (Los Angeles, Calif., to Boston, Mass.). All of VOR civil airway No. 16 including north and south alternates but excluding the airspace between the main airway and its south alternate from the Graham, Tenn., omnirange station to the Crossville, Tenn., omnirange station, and also excluding the airspace between the main airway and its north alternate from the Knoxville, Tenn., omnirange station to the Pulaski, Tenn., omnirange station.

§ 601.6017 VOR civil airway No. 17 control areas (Laredo, Tex., to Goodland, Kans.). All of VOR civil airway No. 17 including an east alternate and west alternates.

§ 601.6018 VOR civil airway No. 18 control areas (Dallas, Tex., to Charleston, S. C.). All of VOR civil airway No. 18 including north and south alternates, but excluding the airspace between the main airway and its south alternate from the Anniston, Ala., omnirange station to the Augusta, Ga., omnirange station.

§ 601.6019 VOR civil airway No. 19 control areas (El Paso, Tex., to Great Falls, Mont.). All of VOR civil airway No. 19 including east alternates.

§ 601.6020 VOR civil airway No. 20 control areas (Laredo, Tex., to Richmond, Va.). All of VOR civil airway No.

20 including north and south alternates, but excluding the airspace between the main airway and its north alternate airway from the New Orleans, La., omnirange station to the Mobile, Ala., omnirange station and also excluding the airspace between the main airway and its north alternate airway from the Atlanta, Ga., omnirange station to the Spartanburg, S. C., omnirange station.

§ 601.6021 VOR civil airway No. 21 control areas (Long Beach, Calif., to United States-Canadian Border). All of VOR civil airway No. 21, including east alternates and a west alternate.

§ 601.6022 VOR civil airway No. 22 control areas (New Orleans, La., to Jacksonville, Fla.). All of VOR civil airway No. 22, including a north alternate, but excluding the airspace between the main airway and its north alternate.

§ 601.6023 VOR civil airway No. 23 control areas (San Diego, Calif., to Bellingham, Wash.). All of VOR civil airway No. 23 including east and west alternates but excluding the airspace between the main airway and its west alternate between the Portland, Oreg., omnirange station and the Seattle, Wash., omnirange station.

§ 601.6024 VOR civil airway No. 24 control areas (Aberdeen, S. Dak., to Redwood Falls, Minn.). All of VOR civil airway No. 24 including north alternates.

§ 601.6025 VOR civil airway No. 25 control areas (Los Angeles, Calif., to Ellensburg, Wash.). All of VOR civil airway No. 25.

§ 601.6026 VOR civil airway No. 26 control areas (Cherokee, Wyo., to Cleveland, Ohio). All of VOR civil airway No. 26, including north and south alternates.

§ 601.6027 VOR civil airway No. 27 control areas (Los Angeles, Calif., to Seattle, Wash.). All of VOR civil airway No. 27, including west alternates.

§ 601.6028 VOR civil airway No. 28 control areas (Oakland, Calif., to Reno, Nev.). All of VOR civil airway No. 28.

§ 601.6029 VOR civil airway No. 29 control areas (Salisbury, Md., to United States-Canadian Border). All of VOR civil airway No. 29.

§ 601.6030 VOR civil airway No. 30 control areas (Milwaukee, Wis., to Nantucket, Mass.). All of VOR civil airway No. 30 including a south alternate, but excluding all the airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States.

§ 601.6031 VOR civil airway No. 31 control areas (Baltimore, Md., to Rochester, N. Y.). All of VOR civil airway No. 31.

§ 601.6032 VOR civil airway No. 32 control areas (Battle Mountain, Nev., to Fort Bridger, Wyo.). All of VOR civil airway No. 32, including a north alternate.

§ 601.6033 VOR civil airway No. 33 control areas (Baltimore, Md., to Buffalo, N. Y.). All of VOR civil airway No. 33.

§ 601.6034 VOR civil airway No. 34 control areas (Rochester, N. Y., to Wilton, Conn.). All of VOR civil airway No. 34.

§ 601.6035 VOR civil airway No. 35 control areas (Miami, Fla., to Syracuse, N. Y.). All of VOR civil airway No. 35 including an east alternate from the Elmira, N. Y., omnirange station to the Syracuse, N. Y., omnirange station, but excluding the airspace between the main airway and this east alternate airway and also excluding all the airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States.

§ 601.6036 VOR civil airway No. 36 control areas (Toronto, Canada, to New York, N. Y.). All of VOR civil airway No. 36 including a south alternate, but excluding the airspace between the main airway and the south alternate.

§ 601.6037 VOR civil airway No. 37 control areas (Savannah, Ga., to Erie, Pa.). All of VOR civil airway No. 37.

§ 601.6038 VOR civil airway No. 38 control areas (Iowa City, Iowa, to Elkins, W. Va.). All of VOR civil airway No. 38.

§ 601.6039 VOR civil airway No. 39 control areas (South Boston, Va., to Kennebunk, Maine). All of VOR civil airway No. 39.

§ 601.6040 VOR civil airway No. 40 control areas (Cleveland, Ohio, to Pittsburgh, Pa.). All of VOR civil airway No. 40.

§ 601.6041 VOR civil airway No. 41 control areas (Pittsburgh, Pa., to Youngstown, Ohio). All of VOR civil airway No. 41.

§ 601.6042 VOR civil airway No. 42 control areas (Flint, Mich., to Washington, D. C.). All of VOR civil airway No. 42.

§ 601.6043 VOR civil airway No. 43 control areas (Columbus, Ohio, to Erie, Pa.). All of VOR civil airway No. 43.

§ 601.6044 VOR civil airway No. 44 control areas (Centralia, Ill., to Baltimore, Md.). All of VOR civil airway No. 44.

§ 601.6045 VOR civil airway No. 45 control areas (New Bern, N. C., to Saginaw, Mich.). All of VOR civil airway No. 45.

§ 601.6046 VOR civil airway No. 46 control areas (New York, N. Y., to Nantucket, Mass.). All of VOR civil airway No. 46 including a south alternate and the airspace between the main airway and this south alternate, but excluding the airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States. The airspace between the main airway and the south alternate below 7,950 feet above mean sea level which lies within the confines of the Montauk Point Restricted Area (R-487) and the Montauk Point Warning Area (W-487) (published in § 608.40 of this chapter) shall be used only after obtaining prior approval from the Civil Aeronautics Administration Air Traffic Control.

§ 601.6047 VOR civil airway No. 47 control areas (Louisville, Ky., to Detroit, Mich.). All of VOR civil airway No. 47 including west alternates.

§ 601.6048 VOR civil airway No. 48 control areas (Burlington, Iowa, to Pontiac, Ill.). All of VOR civil airway No. 48.

§ 601.6049 VOR civil airway No. 49 control areas (Dillon, Mont., to Great Falls, Mont.). All of VOR civil airway No. 49.

§ 601.6050 VOR civil airway No. 50 control areas (Kirkville, Mo., to Indianapolis, Ind.). All of VOR civil airway No. 50, including a south alternate.

§ 601.6051 VOR civil airway No. 51 control areas (Miami, Fla., to Chicago, Ill.). All of VOR civil airway No. 51 including east and west alternates, but excluding the airspace between the main airway and its west alternate from the Alma, Ga., omnirange station to the Chattanooga, Tenn., omnirange station.

§ 601.6052 VOR civil airway No. 52 control areas (Des Moines, Iowa, to St. Louis, Mo.). All of VOR civil airway No. 52 including north and south alternates.

§ 601.6053 VOR civil airway No. 53 control areas (Charleston, S. C., to Chicago, Illinois). All of VOR civil airway No. 53.

§ 601.6054 VOR civil airway No. 54 control areas (Quitman, Tex., to Charlotte, N. C.). All of VOR civil airway No. 54 including north alternates, and a south alternate.

§ 601.6055 VOR civil airway No. 55 control areas (Dayton, Ohio, to Green Bay, Wis.). All of VOR civil airway No. 55 including west alternates, but excluding the airspace between the main airway and its west alternate from the Fort Wayne, Ind., omnirange station to the Goshen, Ind., omnirange station.

§ 601.6056 VOR civil airway No. 56 control areas (Montgomery, Ala., to Florence, S. C.). All of VOR civil airway No. 56.

§ 601.6057 VOR civil airway No. 57 control areas (Evergreen, Ala., to York, Ky.). All of VOR civil airway No. 57.

§ 601.6058 VOR civil airway No. 58 control areas (Bergholz, Ohio, to Hartford, Conn.). All of VOR civil airway No. 58.

§ 601.6060 VOR civil airway No. 60 control areas (Albuquerque, N. Mex., to Lubbock, Tex.). All of VOR civil airway No. 60, including a south alternate.

§ 601.6061 VOR civil airway No. 61 control areas (Fort Worth, Tex., to Lawton, Okla.). All of VOR civil airway No. 61.

§ 601.6062 VOR civil airway No. 62 control areas (Santa Fe, N. Mex., to Abilene, Tex.). All of VOR civil airway No. 62.

§ 601.6063 VOR civil airway No. 63 control areas (Waco, Tex., to Milwaukee, Wis.). All of VOR civil airway No. 63.

§ 601.6064 VOR civil airway No. 64 control areas (Long Beach, Calif., to

Blythe, Calif.). All of VOR civil airway No. 64.

§ 601.6065 VOR civil airway No. 65 control areas (Kansas City, Mo., to Lamont, Iowa). All of VOR civil airway No. 65.

§ 601.6066 VOR civil airway No. 66 control areas (San Diego, Calif., to Charlotte, N. C.). All of VOR civil airway No. 66 including north alternates.

§ 601.6067 VOR civil airway No. 67 control areas (Cedar Rapids, Iowa, to Rochester, Minn.). All of VOR civil airway No. 67 including a west alternate.

§ 601.6068 VOR civil airway No. 68 control areas (Albuquerque, N. Mex., to Brownsville, Tex.). All of VOR civil airway No. 68 including north and south alternates.

§ 601.6069 VOR civil airway No. 69 control areas (Shreveport, La., to Chicago, Ill.). All of VOR civil airway No. 69.

§ 601.6070 VOR civil airway No. 70 control areas (Corpus Christi, Tex., to Evergreen, Ala.). All of VOR civil airway No. 70.

§ 601.6071 VOR civil airway No. 71 control areas (Pine Bluff, Ark., to Kansas City, Mo.). All of VOR civil airway No. 71 including a west alternate.

§ 601.6072 VOR civil airway No. 72 control areas (Troy, Ill., to Albany, N. Y.). All of VOR civil airway No. 72.

§ 601.6073 VOR civil airway No. 73 control areas (Wichita, Kans., to Salina, Kans.). All of VOR civil airway No. 73.

§ 601.6074 VOR civil airway No. 74 control areas (Hugo, Colo., to Little Rock, Ark.). All of VOR civil airway No. 74 including a north and a south alternate.

§ 601.6075 VOR civil airway No. 75 control areas (Petersburg, Va., to Cleveland, Ohio). All of VOR civil airway No. 75.

§ 601.6076 VOR civil airway No. 76 control areas (Lubbock, Tex., to Galveston, Tex.). All of VOR civil airway No. 76.

§ 601.6077 VOR civil airway No. 77 control areas (Cotulla, Tex., to Des Moines, Iowa). All of VOR civil airway No. 77 including east alternates, but excluding the airspace between the main airway and its east alternate between the San Angelo, Tex., omnirange station and the Abilene, Tex., omnirange station.

§ 601.6078 VOR civil airway No. 78 control areas (Huron, S. Dak., to Minneapolis, Minn.). All of VOR civil airway No. 78, including a south alternate.

§ 601.6079 VOR civil airway No. 79 control areas (Fort Stockton, Tex., to Lubbock, Tex.). All of VOR civil airway No. 79.

§ 601.6080 VOR civil airway No. 80 control areas (Sioux Falls, S. Dak., to Redwood Falls, Minn.). All of VOR civil airway No. 80 including a south alternate.

§ 601.6081 VOR civil airway No. 81 control areas (Midland, Tex., to Salt

Lake City, Utah.). All of VOR civil airway No. 81 including east alternates.

§ 601.6082 VOR civil airway No. 82 control areas (Minneapolis, Minn., to La Crosse, Wis.). All of VOR civil airway No. 82 including south alternates.

§ 601.6083 VOR civil airway No. 83 control areas (Carlsbad, N. Mex., to Pueblo, Colo.). All of VOR civil airway No. 83 including an east alternate.

§ 601.6084 VOR civil airway No. 84 control areas (Shabonna, Ill., to Buffalo, N. Y.). All of VOR civil airway No. 84.

§ 601.6085 VOR civil airway No. 85 control areas (Rock River, Wyo., to Casper, Wyo.). All of VOR civil airway No. 85 including a west alternate.

§ 601.6086 VOR civil airway No. 86 control areas (Butte, Mont., to Bozeman, Mont.). All of VOR civil airway No. 86.

§ 601.6087 VOR civil airway No. 87 control areas (Gila Bend, Ariz., to Hasayampa, Ariz.). All of VOR civil airway No. 87.

§ 601.6088 VOR civil airway No. 88 control areas (Tulsa, Okla., to Vichy, Mo.). All of VOR civil airway No. 88.

§ 601.6089 VOR civil airway No. 89 control areas (Denver, Colo., to Rapid City, S. Dak.). All of VOR civil airway No. 89 including east alternates.

§ 601.6090 VOR civil airway No. 90 control areas (Litchfield, Mich., to Windsor, Ontario). All of VOR civil airway No. 90.

§ 601.6091 VOR civil airway No. 91 control areas (New York, N. Y. to Montreal, Quebec). All of VOR civil airway No. 91 including an east alternate and a west alternate.

§ 601.6092 VOR civil airway No. 92 control areas (Chicago, Ill., to Washington, D. C.). All of VOR civil airway No. 92.

§ 601.6093 VOR civil airway No. 93 control areas (Baltimore, Md., to Presque Isle, Maine). All of VOR civil airway No. 93.

§ 601.6094 VOR civil airway No. 94 control areas (Casa Grande, Ariz., to Longview, Tex.). All of VOR civil airway No. 94.

§ 601.6095 VOR civil airway No. 95 control areas (Phoenix, Ariz., to Winslow, Ariz.). All of VOR civil airway No. 95.

§ 601.6096 VOR civil airway No. 96 control areas (Lafayette, Ind., to Toledo, Ohio). All of VOR civil airway No. 96.

§ 601.6097 VOR civil airway No. 97 control areas (Miami, Fla., to Minneapolis, Minn.). All of VOR civil airway No. 97 including east and west alternates, but excluding all of the airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States and also excluding the airspace between the main airway and its east alternate between the Tampa, Fla., omnirange station and the Tallahassee, Fla., omnirange station.

§ 601.6098 VOR civil airway No. 98 control areas (Fort Wayne, Ind., to

Montreal, Quebec). All of VOR civil airway No. 98.

§ 601.6099 VOR civil airway No. 99 control areas (Newport, Oreg., to Vancouver, B. C.). All of VOR civil airway No. 99.

§ 601.6100 VOR civil airway No. 100 control areas (North Platte, Nebr., to Detroit, Mich.). All of VOR civil airway No. 100.

§ 601.6101 VOR civil airway No. 101 control areas (Ogden, Utah, to Burley, Idaho). All of VOR civil airway No. 101.

§ 601.6102 VOR civil airway No. 102 control areas (Lubbock, Tex., to Wichita Falls, Tex.). All of VOR civil airway No. 102, including a south alternate.

§ 601.6103 VOR civil airway No. 103 control areas (Greensboro, N. C., to Cleveland, Ohio). All of VOR civil airway No. 103.

§ 601.6104 VOR civil airway No. 104 control areas (Ottawa, Ont., to Plattsburg, N. Y.). All of VOR civil airway No. 104.

§ 601.6105 VOR civil airway No. 105 control areas (Phoenix, Ariz., to Las Vegas, Nev.). All of VOR civil airway No. 105 including an east alternate.

§ 601.6106 VOR civil airway No. 106 control areas (Charleston, W. Va., to Kennebunk, Maine). All of VOR civil airway No. 106, including a north alternate.

§ 601.6107 VOR civil airway No. 107 control areas (Los Angeles, Calif., to Red Bluff, Calif.). All of VOR civil airway No. 107.

§ 601.6108 VOR civil airway No. 108 control areas (Colorado Springs, Colo., to Salina, Kans.). All of VOR civil airway No. 108.

§ 601.6109 VOR civil airway No. 109 control areas (Paso Robles, Calif., to Fresno, Calif.). All of VOR civil airway No. 109.

§ 601.6110 VOR civil airway No. 110 control areas (San Francisco, Calif., to Altamont, Calif.). All of VOR civil airway No. 110.

§ 601.6111 VOR civil airway No. 111 control areas (Salinas, Calif., to Los Banos, Calif.). All of VOR civil airway No. 111.

§ 601.6112 VOR civil airway No. 112 control areas (Portland, Oreg., to Pendleton, Oreg.). All of VOR civil airway No. 112, including a north alternate.

§ 601.6113 VOR civil airway No. 113 control areas (Paso Robles, Calif., to Reno, Nev.). All of VOR civil airway No. 113.

§ 601.6114 VOR civil airway No. 114 control areas (Amarillo, Tex., to New Orleans, La.). All of VOR civil airway No. 114 including north alternates and a south alternate.

§ 601.6115 VOR civil airway No. 115 control areas (Crestview, Fla., to Charleston, W. Va.). All of VOR civil airway No. 115.

§ 601.6116 VOR civil airway No. 116 control areas (Kansas City, Mo., to New

York, N. Y.). All of VOR civil airway No. 116.

§ 601.6117 VOR civil airway No. 117 control areas (El Centro, Calif., to Daggett, Calif.). All of VOR civil airway No. 117.

§ 601.6118 VOR civil airway No. 118 control areas (Rock River, Wyo., to Cheyenne, Wyo.). All of VOR civil airway No. 118.

§ 601.6119 VOR civil airway No. 119 control areas (Huntington, W. Va., to Bradford, Pa.). All of VOR civil airway No. 119.

§ 601.6120 VOR civil airway No. 120 control areas (Ephrata, Wash., to Miles City, Mont.). All of VOR civil airway No. 120.

§ 601.6121 VOR civil airway No. 121 control areas (North Bend, Oreg., to Eugene, Oreg.). All of VOR civil airway No. 121.

§ 601.6122 VOR civil airway No. 122 control areas (Crescent City, Calif., to Klamath Falls, Oreg.). All of VOR civil airway No. 122.

§ 601.6123 VOR civil airway No. 123 control areas (Washington, D. C., to Wilton, Conn.). All of VOR civil airway No. 123.

§ 601.6125 VOR civil airway No. 125 control areas (Anthony, Kans., to Hutchinson, Kans.). All of VOR civil airway No. 125.

§ 601.6126 VOR civil airway No. 126 control areas (Chicago, Ill., to New York, N. Y.). All of VOR civil airway No. 126.

§ 601.6127 VOR civil airway No. 127 control areas (Livingston, Mont., to Helena, Mont.). All of VOR civil airway No. 127.

§ 601.6128 VOR civil airway No. 128 control areas (Chicago, Ill., to Charleston, W. Va.). All of VOR civil airway No. 128 including a south alternate.

§ 601.6129 VOR civil airway No. 129 control areas (Rockford, Ill., to Eau Claire, Wis.). All of VOR civil airway No. 129.

§ 601.6130 VOR civil airway No. 130 control areas (Albany, N. Y., to Providence, R. I.). All of VOR civil airway No. 130.

§ 601.6131 VOR civil airway No. 131 control areas (Tulsa, Okla., to Topeka, Kans.). All of VOR civil airway No. 131.

§ 601.6132 VOR civil airway No. 132 control areas (Cheyenne, Wyo., to Springfield, Mo.). All of VOR civil airway No. 132.

§ 601.6133 VOR civil airway No. 133 control areas (Parkersburg, W. Va., to Traverse City, Mich.). All of VOR civil airway No. 133.

§ 601.6134 VOR civil airway No. 134 control areas (Evergreen, Ala., to Columbus, Ga.). All of VOR civil airway No. 134.

§ 601.6135 VOR civil airway No. 135 control areas (Yuma, Ariz., to Las Vegas, Nev.). All of VOR civil airway No. 135.

§ 601.6136 VOR civil airway No. 136 control areas (Pulaski, Va., to Raleigh, N. C.). All of VOR civil airway No. 136.

§ 601.6137 VOR civil airway No. 137 control areas (Thermal, Calif., to Ukiah, Calif.). All of VOR civil airway No. 137.

§ 601.6138 VOR civil airway No. 138 control areas (Rock River, Wyo., to Sidney, Nebr.). All of VOR civil airway No. 138 including a north alternate and a south alternate.

§ 601.6139 VOR civil airway No. 139 control areas (Norwich, Conn., to Boston, Mass.). All of VOR civil airway No. 139.

§ 601.6140 VOR civil airway No. 140 control areas (Amarillo, Tex., to New York, N. Y.). All of VOR civil airway No. 140, including north alternates and a south alternate.

§ 601.6141 VOR civil airway No. 141 control areas (Nantucket, Mass., to Plattsburg, N. Y.). All of VOR civil airway No. 141.

§ 601.6142 VOR civil airway No. 142 control areas (Erie, Pa., to Rochester, N. Y.). All of VOR civil airway No. 142.

§ 601.6143 VOR civil airway No. 143 control areas (Charlotte, N. C., to Washington, D. C.). All of VOR civil airway No. 143, including a west alternate, but excluding the airspace between the main airway and the west alternate.

§ 601.6144 VOR civil airway No. 144 control areas (Chicago, Ill., to Washington, D. C.). All of VOR civil airway No. 144.

§ 601.6145 VOR civil airway No. 145 control areas (Utica, N. Y., to the United States-Canadian Border). All of VOR civil airway No. 145.

§ 601.6146 VOR civil airway No. 146 control area (Wilkes-Barre, Pa., to Woodstock, Conn.). All of VOR civil airway No. 146.

§ 601.6147 VOR civil airway No. 147 control areas (Philadelphia, Pa., to Rochester, N. Y.). All of VOR civil airway No. 147, including an east alternate.

§ 601.6148 VOR civil airway No. 148 control areas (Denver, Colo., to North Platte, Nebr.). All of VOR civil airway No. 148.

§ 601.6149 VOR civil airway No. 149 control areas (Allentown, Pa., to Utica, N. Y.). All of VOR civil airway No. 149.

§ 601.6150 VOR civil airway No. 150 control areas (San Francisco, Calif., to Reno, Nev.). All of VOR civil airway No. 150.

§ 601.6151 VOR civil airway No. 151 control areas (Woonsocket, R. I., to Keene, N. H.). All of VOR civil airway No. 151.

§ 601.6152 VOR civil airway No. 152 control areas (Tampa, Fla., to Daytona Beach, Fla.). All of VOR civil airway No. 152 including a north and a south alternate.

§ 601.6153 VOR civil airway No. 153 control areas (New York, N. Y., to Syracuse, N. Y.). All of VOR civil airway No. 153.

- § 601.6154 VOR civil airway No. 154 control areas (Meridian, Miss., to Savannah, Ga.). All of VOR civil airway No. 154, including a north alternate.
- § 601.6155 VOR civil airway No. 155 control areas (Raleigh, N. C., to Washington, D. C.). All of VOR civil airway No. 155.
- § 601.6156 VOR civil airway No. 156 control areas (Elkins, W. Va., to Richmond, Va.). All of VOR civil airway No. 156.
- § 601.6157 VOR civil airway No. 157 control areas (Miami, Fla., to Richmond, Va.). All of VOR civil airway No. 157.
- § 601.6158 VOR civil airway No. 158 control areas (Waterloo, Iowa, to Polo, Ill.). All of VOR civil airway No. 158.
- § 601.6159 VOR civil airway No. 159 control areas (Miami, Fla., to Albany, Ga.). All of VOR civil airway No. 159, including a west alternate.
- § 601.6160 VOR civil airway No. 160 control areas (Denver, Colo., to Sidney, Nebr.). All of VOR civil airway No. 160.
- § 601.6161 VOR civil airway No. 161 control areas (Fort Worth, Tex., to Alexandria, Minn.). All of VOR civil airway No. 161.
- § 601.6162 VOR civil airway No. 162 control areas (Harrisburg, Pa., to Allentown, Pa.). All of VOR civil airway No. 162, including a south alternate.
- § 601.6163 VOR civil airway No. 163 control areas (Brownsville, Tex., to Oklahoma City, Okla.). All of VOR civil airway No. 163 including west alternates and an east alternate.
- § 601.6164 VOR civil airway No. 164 control areas (Buffalo, N. Y., to New York, N. Y.). All of VOR civil airway No. 164 including south alternate, but excluding the airspace between the main airway and the south alternate.
- § 601.6165 VOR civil airway No. 165 control areas (Long Beach, Calif., to Coalinga, Calif.). All of VOR civil airway No. 165.
- § 601.6166 VOR civil airway No. 166 control areas (Martinsburg, W. Va., to New York, N. Y.). All of VOR civil airway No. 166.
- § 601.6167 VOR civil airway No. 167 control areas (New York, N. Y., to Hartford, Conn.). All of VOR civil airway No. 167.
- § 601.6168 VOR civil airway No. 168 control areas (Selinsgrove, Pa., to Colts Neck, N. J.). All of VOR civil airway No. 168.
- § 601.6169 VOR civil airway No. 169 control areas (Sidney, Nebr., to Rapid City, S. Dak.). All of VOR civil airway No. 169 including an east alternate.
- § 601.6170 VOR civil airway No. 170 control areas (Milwaukee, Wis., to Philadelphia, Pa.). All of VOR civil airway No. 170 including a north alternate.
- § 601.6171 VOR civil airway No. 171 control areas (Louisville, Ky., to Lone Rock, Wis.). All of VOR civil airway No. 171.
- § 601.6172 VOR civil airway No. 172 control areas (Denver, Colo., to Chicago, Ill.). All of VOR civil airway No. 172.
- § 601.6173 VOR civil airway No. 173 control areas (Springfield, Ill., to Chicago, Ill.). All of VOR civil airway No. 173.
- § 601.6174 VOR civil airway No. 174 control areas (Vichy, Mo., to Washington, D. C.). All of VOR civil airway No. 174.
- § 601.6175 VOR civil airway No. 175 control areas (Vichy, Mo., to Columbia, Mo.). All of VOR civil airway No. 175.
- § 601.6177 VOR civil airway No. 177 control areas (Wheatfield, Ill., to Janesville, Wis.). All of VOR civil airway No. 177.
- § 601.6178 VOR civil airway No. 178 control areas (Farmington, Mo., to Paducah, Ky.). All of VOR civil airway No. 178 including a south alternate.
- § 601.6179 VOR civil airway No. 179 control areas (Paducah, Ky., to Centralia, Ill.). All of VOR civil airway No. 179.
- § 601.6180 VOR civil airway No. 180 control areas (Austin, Tex., to Galveston, Tex.). All of VOR civil airway No. 180.
- § 601.6181 VOR civil airway No. 181 control areas (Sioux Falls, S. Dak., to Watertown, S. Dak.). All of VOR civil airway No. 181.
- § 601.6182 VOR civil airway No. 182 control areas (Portland, Oreg., to Baker, Oreg.). All of VOR civil airway No. 182, including a north alternate.
- § 601.6183 VOR civil airway No. 183 control areas (Santa Barbara, Calif., to Bakersfield, Calif.). All of VOR civil airway No. 183.
- § 601.6184 VOR civil airway No. 184 control areas (Erie, Pa., to Philipsburg, Pa.). All of VOR civil airway No. 184.
- § 601.6185 VOR civil airway No. 185 control areas (Savannah, Ga., to Knoxville, Tenn.). All of VOR civil airway No. 185 including an east and a west alternate, but excluding the airspace between the main airway and its west alternate airway from the Augusta, Ga., omnirange station to the Asheville, N. C., omnirange station and also excluding the airspace between the main airway and its east alternate from the Asheville, N. C., omnirange station to the Knoxville, Tenn., omnirange station.
- § 601.6186 VOR civil airway No. 186 control areas (St. Louis, Mo., to Vandalia, Ill.). All of VOR civil airway No. 186.
- § 601.6187 VOR civil airway No. 187 control areas (Grand Junction, Colo., to Rock Springs, Wyo.). All of VOR civil airway No. 187.
- § 601.6188 VOR civil airway No. 188 control areas (Detroit, Mich., to New York, N. Y.). All of VOR civil airway No. 188.
- § 601.6190 VOR civil airway No. 190 control areas (Grants, N. Mex., to Evansville, Ind.). All of VOR civil airway No. 190.
- § 601.6191 VOR civil airway No. 191 control areas (Walnut Ridge, Ark., to Milwaukee, Wis.). All of VOR civil airway No. 191.
- § 601.6192 VOR civil airway No. 192 control areas (Grant, N. Mex., to Tucumcari, N. Mex.). All of VOR civil airway No. 192.
- § 601.6193 VOR civil airway No. 193 control areas (Keeler, Mich., to Sault Ste. Marie, Mich.). All of VOR civil airway No. 193.
- § 601.6194 VOR civil airway No. 194 control areas (Lafayette, La., to Norfolk, Va.). All of VOR civil airway No. 194 including a south alternate.
- § 601.6195 VOR civil airway No. 195 control areas (Oakland, Calif., to Fortuna, Calif.). All of VOR civil airway No. 195 including a west alternate.
- § 601.6196 VOR civil airway No. 196 control areas (Rock River, Wyo., to Chadron, Nebr.). All of VOR civil airway No. 196.
- § 601.6198 VOR civil airway No. 198 control areas (El Paso, Tex., to Galveston, Tex.). All of VOR civil airway No. 198.
- § 601.6199 VOR civil airway No. 199 control areas (San Francisco, Calif., to Ukiah, Calif.). All of VOR civil airway No. 199.
- § 601.6200 VOR civil airway No. 200 control areas (Ukiah, Calif., to Kremmling, Colo.). All of VOR civil airway No. 200.
- § 601.6201 VOR civil airway No. 201 control areas (Los Angeles, Calif., to Pasadena, Calif.). All of VOR civil airway No. 201.
- § 601.6202 VOR civil airway No. 202 control areas (Tucson, Ariz., to Truth or Consequences, N. Mex.). All of VOR civil airway No. 202.
- § 601.6203 VOR civil airway No. 203 control areas (Norwich, Conn., to Massena, N. Y.). All of VOR civil airway No. 203.
- § 601.6204 VOR civil airway No. 204 control areas (Hoquiam, Wash., to Olympia, Wash.). All of VOR civil airway No. 204.
- § 601.6205 VOR civil airway No. 205 control areas (Springfield, Mo., to Kansas City, Mo.). All of VOR civil airway No. 205.
- § 601.6206 VOR civil airway No. 206 control areas (Blue Springs, Mo., to Kirksville, Mo.). All of VOR civil airway No. 206.
- § 601.6207 VOR civil airway No. 207 control areas (Denver, Colo., to Egbert, Wyo.). All of VOR civil airway No. 207.
- § 601.6208 VOR civil airway No. 208 control areas (Los Angeles, Calif., to Needles, Calif.). All of VOR civil airway No. 208.
- § 601.6209 VOR civil airway No. 209 control areas (Los Angeles, Calif., to Paso Robles, Calif.). All of VOR civil airway No. 209.
- § 601.6210 VOR civil airway No. 210 control areas (Los Angeles, Calif., to

Wheeling, W. Va.). All of VOR civil airway No. 210.

§ 601.6211 VOR civil airway No. 211 control areas (Fort Stockton, Tex., to Cotulla, Tex.). All of VOR civil airway No. 211.

§ 601.6212 VOR civil airway No. 212 control areas (Ukiah, Calif., to Reno, Nev.). All of VOR civil airway No. 212.

§ 601.6213 VOR civil airway No. 213 control areas (Rocky Mount, N. C., to Boykins, Va.). All of VOR civil airway No. 213.

§ 601.6214 VOR civil airway No. 214 control areas (Shelbyville, Ind., to Wheeling, W. Va.). All of VOR civil airway No. 214.

§ 601.6215 VOR civil airway No. 215 control areas (Muskegon, Mich., to White Cloud, Mich.). All of VOR civil airway No. 215.

§ 601.6216 VOR civil airway No. 216 control areas (Janesville, Wis., to Saginaw, Mich.). All of VOR civil airway No. 216.

§ 601.6217 VOR civil airway No. 217 control areas (Chicago, Ill., to Green Bay, Wis.). All of VOR civil airway No. 217.

§ 601.6218 VOR civil airway No. 218 control areas (Chicago, Ill., to Flint, Mich.). All of VOR civil airway No. 218.

§ 601.6219 VOR civil airway No. 219 control areas (Ogden, Utah, to Malad City, Idaho). All of VOR civil airway No. 219.

§ 601.6220 VOR civil airway No. 220 control areas (Kremmling, Colo., to Akron, Colo.). All of VOR civil airway No. 220.

§ 601.6221 VOR civil airway No. 221 control areas (Fort Wayne, Ind., to Erie, Pa.). All of VOR civil airway No. 221.

§ 601.6222 VOR civil airway No. 222 control areas (El Paso, Tex., to Houston, Tex.). All of VOR civil airway No. 222.

§ 601.6223 VOR civil airway No. 223 control areas (Herndon, Va., to Harrisburg, Pa.). All of VOR civil airway No. 223.

§ 601.6224 VOR civil airway No. 224 control areas (Detroit, Mich., to the United States-Canadian Border). All of VOR civil airway No. 224.

§ 601.6225 VOR civil airway No. 225 control areas (Key West, Fla., to Vero Beach, Fla.). All of VOR civil airway No. 225.

§ 601.6226 VOR civil airway No. 226 control areas (Williamsport, Pa., to New York, N. Y.). All of VOR civil airway No. 226.

§ 601.6227 VOR civil airway No. 227 control areas (Louisville, Ky., to Peotone, Ill.). All of VOR civil airway No. 227.

§ 601.6228 VOR civil airway No. 228 control areas (Wheeling, Ill., to South Bend, Ind.). All of VOR civil airway No. 228.

§ 601.6229 VOR civil airway No. 229 control areas (Wilmington, N. C., to Co-

field, N. C.). All of VOR civil airway No. 229.

§ 601.6230 VOR civil airway No. 230 control areas (Salinas, Calif., to Fresno, Calif.). All of VOR civil airway No. 230.

§ 601.6231 VOR civil airway No. 231 control areas (Missoula, Mont., to Ronan, Mont.). All of VOR civil airway No. 231.

§ 601.6232 VOR civil airway No. 232 control areas (Cleveland, Ohio, to Fitzgerald, Pa.). All of VOR civil airway No. 232.

§ 601.6233 VOR civil airway No. 233 control areas (Springfield, Ill., to Cedar Rapids, Iowa). All of VOR civil airway No. 233 including an east alternate.

§ 601.6234 VOR civil airway No. 234 control areas (Anton Chico, New Mex., to Dalhart, Tex.). All of VOR civil airway No. 234.

§ 601.6235 VOR civil airway No. 235 control areas (Utah Lake, Utah, to Fort Bridger, Wyo.). All of VOR civil airway No. 235.

§ 601.6236 VOR civil airway No. 236 control areas (Booneville, Utah, to Ogden, Utah.). All of VOR civil airway No. 236.

§ 601.6237 VOR civil airway No. 237 control areas (Needles, Calif., to Mormon Mesa, Nev.). All of VOR civil airway No. 237.

§ 601.6238 VOR civil airway No. 238 control areas (Phillipsburg, Pa., to Atlantic City, N. J.). All of VOR civil airway No. 238.

§ 601.6239 VOR civil airway No. 239 control areas (Wildwood, N. J., to Newark, N. J.). All of VOR civil airway No. 239.

§ 601.6240 VOR civil airway No. 240 control areas (New Orleans, La., to Mobile, Ala.). All of VOR civil airway No. 240.

§ 601.6241 VOR civil airway No. 241 control areas (Crestview, Fla., to Atlanta, Ga.). All of VOR civil airway No. 241.

§ 601.6242 VOR civil airway No. 242 control areas (Mobile, Ala., to Magnolia Springs, Ala.). All of VOR civil airway No. 242.

§ 601.6243 VOR civil airway No. 243 control areas (Chattanooga, Tenn., to Scotland, Ind.). All of VOR civil airway No. 243.

§ 601.6244 VOR civil airway No. 244 control areas (Oakland, Calif., to Modesto, Calif.). All of VOR civil airway No. 244.

§ 601.6245 VOR civil airway No. 246 control areas (Dayton, Ohio, to Mansfield, Ohio). All of VOR civil airway No. 246.

§ 601.6247 VOR civil airway No. 247 control areas (Douglas, Wyo., to Crazy Woman, Wyo.). All of VOR civil airway No. 247.

§ 601.6248 VOR civil airway No. 248 control areas (Paso Robles, Calif., to Bakersfield, Calif.). All of VOR civil airway No. 248.

§ 601.6249 VOR civil airway No. 249 control areas (Caldwell, N. J., to Utica, N. Y.). All of VOR civil airway No. 249.

§ 601.6250 VOR civil airway No. 250 control areas (Bergholz, Ohio, to Fitzgerald, Pa.). All of VOR civil airway No. 250.

§ 601.6251 VOR civil airway No. 251 control areas (Washington, D. C., to New York, N. Y.). All of VOR civil airway No. 251.

§ 601.6252 VOR civil airway No. 252 control areas (Binghamton, N. Y., to New York, N. Y.). All of VOR civil airway No. 252.

§ 601.6253 VOR civil airway No. 253 control areas (Utah Lake, Utah, to Boise, Idaho). All of VOR civil airway No. 253.

§ 601.6254 VOR civil airway No. 254 control areas (Reinholds, Pa., to Columbus, N. J.). All of VOR civil airway No. 254.

§ 601.6255 VOR civil airway No. 255 control areas (Burlington, Iowa, to Janesville, Wis.). All of VOR civil airway No. 255.

§ 601.6256 VOR civil airway No. 256 control areas (Reinholds, Pa., to Yardley, Pa.). All of VOR civil airway No. 256.

§ 601.6257 VOR civil airway No. 257 control areas (Delta, Utah, to Ogden, Utah). All of VOR civil airway No. 257.

§ 601.6258 VOR civil airway No. 258 control areas (Charleston, W. Va., to Roanoke, Va.). All of VOR civil airway No. 258.

§ 601.6259 VOR civil airway No. 259 control areas (Charlotte, N. C., to Tri-City, Tenn.). All of VOR civil airway No. 259.

§ 601.6260 VOR civil airway No. 260 control areas (Charleston, W. Va., to Roanoke, Va.). All of VOR civil airway No. 260.

§ 601.6261 VOR civil airway No. 261 control areas (Pulaski, Va., to Hinton, W. Va.). All of VOR civil airway No. 261.

§ 601.6262 VOR civil airway No. 262 control areas (Bradford, Ill., to Chicago, Ill.). All of VOR civil airway No. 262.

§ 601.6263 VOR civil airway No. 263 control areas (Lamar, Colo., to Thurman, Colo.). All of VOR civil airway No. 263.

§ 601.6264 VOR civil airway No. 264 control areas (Ontario, Calif., to Giant Rock, Calif.). All of VOR civil airway No. 264.

§ 601.6265 VOR civil airway No. 265 control areas (Washington, D. C., to Harrisburg, Pa.). All of VOR civil airway No. 265.

§ 601.6266 VOR civil airway No. 266 control areas (South Boston, Va., to Elizabeth City, N. C.). All of VOR civil airway No. 266.

§ 601.6267 VOR civil airway No. 267 control areas (Miami, Fla., to Jacksonville, Fla.). All of VOR civil airway No. 267.

§ 601.6268 VOR civil airway No. 268 control areas (Keymar, Md., to Baltimore, Md.). All of VOR civil airway No. 268.

§ 601.6269 VOR civil airway No. 269 control areas (Wells, Nev., to Dubois, Idaho). All of VOR civil airway No. 269.

§ 601.6270 VOR civil airway No. 270 control areas (Binghamton, N. Y., to Chester, Mass.). All of VOR civil airway No. 270.

§ 601.6271 VOR civil airway No. 271 control areas (Bonneville, Utah, to Burley, Idaho). All of VOR civil airway No. 271.

§ 601.6272 VOR civil airway No. 272 control areas (Sayre, Okla., to Oklahoma City, Okla.). All of VOR civil airway No. 272, including a north alternate.

§ 601.6273 VOR civil airway No. 273 control areas (Downsville, N. Y., to Syracuse, N. Y.). All of VOR civil airway No. 273.

§ 601.6274 VOR civil airway No. 274 control areas (Grand Rapids, Mich., to Saginaw, Mich.). All of VOR civil airway No. 274.

§ 601.6275 VOR civil airway No. 275 control areas (Cincinnati, Ohio, to Detroit, Mich.). All of VOR civil airway No. 275.

§ 601.6276 VOR civil airway No. 276 control areas (Ellwood City, Pa., to Monmouth, N. J.). All of VOR civil airway No. 276.

§ 601.6277 VOR civil airway No. 277 control areas (Plain City, Ohio, to Keeler, Mich.). All of VOR civil airway No. 277.

§ 601.6278 VOR civil airway No. 278 control areas (Guthrie, Tex., to Fort Worth, Tex.). All of VOR civil airway No. 278.

§ 601.6279 VOR civil airway No. 279 control areas (Columbus, Ohio, to Findlay, Ohio). All of VOR civil airway No. 279.

§ 601.6280 VOR civil airway No. 280 control areas (El Paso, Tex., to Kansas City, Mo.). All of VOR civil airway No. 280.

§ 601.6281 VOR civil airway No. 281 control areas (Redmond, Oreg., to Spokane, Wash.). All of VOR civil airway No. 281.

§ 601.6282 VOR civil airway No. 282 control areas (Cosfield, N. C., to Elizabeth City, N. C.). All of VOR civil airway No. 282.

§ 601.6283 VOR civil airway No. 283 control areas (Redmond, Oreg., to Portland, Oreg.). All of VOR civil airway No. 283.

§ 601.6284 VOR civil airway No. 284 control areas (Fort Stockton, Tex., to San Angelo, Tex.). All of VOR civil airway No. 284.

§ 601.6285 VOR civil airway No. 285 control areas (Myton, Utah, to Rawlins, Wyo.). All of VOR civil airway No. 285.

§ 601.6286 VOR civil airway No. 286 control areas (Front Royal, Va., to Cape

Charles, Va.). All of VOR civil airway No. 286.

§ 601.6287 VOR civil airway No. 287 control areas (North Bend, Oreg., to Newberg, Oreg.). All of VOR civil airway No. 287.

§ 601.6288 VOR civil airway No. 288 control areas (Lucin, Utah, to Fort Bridger, Wyo.). All of VOR civil airway No. 288.

§ 601.6289 VOR civil airway No. 289 control areas (Beaumont, Tex., to Lufkin, Tex.). All of VOR civil airway No. 289.

§ 601.6290 VOR civil airway No. 290 control areas. [Unassigned.]

§ 601.6291 VOR civil airway No. 291 control areas (Prescott, Ariz., to Valle, Ariz.). All of VOR civil airway No. 291.

HAWAIIAN VOR CIVIL AIRWAY CONTROL AREAS

§ 601.6401 Hawaiian VOR civil airway No. 1 control areas. All of Hawaiian VOR civil airway No. 1.

§ 601.6402 Hawaiian VOR civil airway No. 2 control areas. All of Hawaiian VOR civil airway No. 2, including south alternates.

§ 601.6403 Hawaiian VOR civil airway No. 3 control areas. All of Hawaiian VOR civil airway No. 3.

§ 601.6404 Hawaiian VOR civil airway No. 4 control areas. All of Hawaiian VOR civil airway No. 4 including a north alternate, but excluding the airspace between the main airway and the north alternate airway.

§ 601.6405 Hawaiian VOR civil airway No. 5 control areas. All of Hawaiian VOR civil airway No. 5.

§ 601.6406 Hawaiian VOR civil airway No. 6 control areas. All of Hawaiian VOR civil airway No. 6.

§ 601.6407 Hawaiian VOR civil airway No. 7 control areas. All of Hawaiian VOR civil airway No. 7.

§ 601.6408 Hawaiian VOR civil airway No. 8 control areas. All of Hawaiian VOR civil airway No. 8.

§ 601.6409 Hawaiian VOR civil airway No. 9 control areas. All of Hawaiian VOR civil airway No. 9.

§ 601.6410 Hawaiian VOR civil airway No. 10 control areas. All of Hawaiian VOR civil airway No. 10.

§ 601.6411 Hawaiian VOR civil airway No. 11 control areas. All of Hawaiian VOR civil airway No. 11.

CONTROL AREA ALTERATIONS

§ 601.6600 VOR civil airway No. 1500 control areas (San Francisco, Calif., to New York, N. Y.). All of VOR civil airway No. 1500.

§ 601.6602 VOR civil airway No. 1502 control areas (San Francisco, Calif., to New York, N. Y.). All of VOR civil airway No. 1502.

§ 601.6604 VOR civil airway No. 1504 control areas (San Francisco, Calif., to Washington, D. C.). All of VOR civil airway No. 1504.

§ 601.6606 VOR civil airway No. 1506 control areas (San Francisco, Calif., to Washington, D. C.). All of VOR civil airway No. 1506.

§ 601.6608 VOR civil airway No. 1508 control areas (Los Angeles, Calif., to New York, N. Y.). All of VOR civil airway No. 1508.

§ 601.6610 VOR civil airway No. 1510 control areas (Los Angeles, Calif., to New York, N. Y.). All of VOR civil airway No. 1510, but excluding the airspace between the main airway and its south alternate between the Iowa City, Iowa, omnirange station and the Waterville, Ohio, omnirange station.

§ 601.6612 VOR civil airway No. 1512 control areas (Los Angeles, Calif., to New York, N. Y.). All of VOR civil airway No. 1512, but excluding the airspace between the main airway and its south alternate between the Kansas City, Mo., omnirange station and the Indianapolis, Ind., omnirange station.

§ 601.6614 VOR civil airway No. 1514 control areas (San Francisco, Calif., to New York, N. Y.). All of VOR civil airway No. 1514, but excluding the airspace between the main airway and its south alternate between the Kansas City, Mo., omnirange station and the Indianapolis, Ind., omnirange station.

§ 601.6616 VOR civil airway No. 1516 control areas (San Francisco, Calif., to Washington, D. C.). All of VOR civil airway No. 1516.

§ 601.6618 VOR civil airway No. 1518 control areas (Los Angeles, Calif., to Washington, D. C.). All of VOR civil airway No. 1518.

§ 601.6620 VOR civil airway No. 1520 control areas (Los Angeles, Calif., to Washington, D. C.). All of VOR civil airway No. 1520.

§ 601.6622 VOR civil airway No. 1522 control areas (Los Angeles, Calif., to Washington, D. C.). All of VOR civil airway No. 1522.

SUBPART G—VOR CIVIL AIRWAY REPORTING POINTS

§ 601.7001 Domestic VOR reporting points.

Aberdeen, S. Dak., omnirange station.
Abilene, Tex., omnirange station.
Akron, Colo., omnirange station.
Albany, Ga., omnirange station.
Albany, N. Y., omnirange station.
Albuquerque, N. Mex., omnirange station.
Alexandria, La., omnirange station.
Alexandria, Minn., omnirange station.
Alice, Tex., omnirange station.
Allentown, Pa., omnirange station.
Alma, Ga., omnirange station.
Altoona Intersection: The intersection of the Johnstown, Pa., omnirange 092° True and the Phillipsburg, Pa., omnirange 202° True radials.
Amarillo, Tex., omnirange station.
Andalusia Intersection: The intersection of the Evergreen, Ala., omnirange 108° True and the Crestview, Fla., omnirange 013° True radials.
Andrews Intersection: The intersection of the Baltimore, Md., omnirange 196° True and the Washington, D. C., terminal omnirange 140° True radials.
Animas Intersection: The intersection of the Douglas, Ariz., omnirange 063° True and

the Columbus, N. Mex., omnirange 277° True radials.

Annawan Intersection: The intersection of the Iowa City, Iowa, omnirange 093° True radial, the Moline, Ill., omnirange 139° True radial and the Moline, Ill., ILS localizer back course.

Anthony, Kans., omnirange station.

Anton Chico, N. Mex., omnirange station.

Apple Intersection: The intersection of the Palmdale, Calif., omnirange 096° True and the Daggett, Calif., omnirange 235° True radials.

Appleton, Ohio, omnirange station.

Ardmore, Okla., omnirange station.

Asheville, N. C., omnirange station.

Atlanta, Ga., omnirange station.

Augusta, Ga., omnirange station.

Augusta, Maine, omnirange station.

Atwater Intersection: The intersection of the Youngstown, Ohio, omnirange 233° True and the Cleveland, Ohio, omnirange 116° True radials.

Austin, Tex., omnirange station.

Avalon Intersection: The intersection of the Oceanside, Calif., omnirange 280° True and the Long Beach, Calif., omnirange 200° True radials.

Baker, Oreg., omnirange station.

Bakersfield, Calif., omnirange station.

Bangor, Maine, omnirange station.

Banning Intersection: The intersection of the Ontario, Calif., omnirange 091° True and the March, Calif., omnirange 061° True radials.

Baltimore, Md., omnirange station.

Barberville Intersection: The intersection of the Orlando, Fla., omnirange 354° True and the Gainesville, Fla., omnirange 117° True radials.

Baton Rouge, La., omnirange station.

Battle Mountain, Nev., omnirange station.

Bay Point Intersection: The intersection of the Oakland, Calif., omnirange 039° True and the Modesto, Calif., omnirange 292° True radials.

Beaumont, Tex., omnirange station.

Belle Glade Intersection: The intersection of the Vero Beach, Fla., omnirange 192° True and the Miami, Fla., omnirange 338° True radials.

Bellingham, Wash., omnirange station.

Benito Intersection: The intersection of the Salinas, Calif., omnirange 109° True and the Paso Robles, Calif., omnirange 385° True radials.

Bergholz Intersection: The intersection of the Pittsburgh, Pa., omnirange 291° True and the Youngstown, Ohio, omnirange 195° True radials (or ADF passing indication over the Bergholz, Ohio, nondirectional radio beacon).

Big Spring, Tex., omnirange station.

Billings, Mont., omnirange station.

Binghamton, N. Y., omnirange station.

Birmingham, Ala., omnirange station.

Bismarck, N. Dak., omnirange station.

Blythe, Calif., omnirange station.

Bonneville, Utah, omnirange station.

Boise, Idaho, omnirange station.

Boston, Mass., omnirange station.

Bowling Green, Ky., omnirange station.

Bradford, Ill., omnirange station.

Bradford, Pa., omnirange station.

Bradley Intersection: The intersection of the Poughkeepsie, N. Y., omnirange 079° True radial and the 225° True course of the Windsor Locks, Conn., Bradley Field ILS localizer.

Britton, Tex., omnirange station.

Brownsville, Tex., omnirange station.

Brunswick, Ga., omnirange station.

Bryce Canyon, Utah, omnirange station.

Buck Hill Intersection: The intersection of the Stroudsburg, Pa., omnirange 345° True and the Stillwater, N. J., omnirange 298° True radials.

Burley, Idaho, omnirange station.

Burlington, Iowa, omnirange station.

Buffalo, N. Y., omnirange station.

Butler, Mo., omnirange station.

Butte, Mont., omnirange station.

Campbell Intersection: The intersection of the San Francisco, Calif., omnirange 141° True radial and a line bearing 048° True toward the Evergreen, Calif., non-directional radio beacon.

Carleton, Mich., omnirange station.

Carlsbad, N. Mex., omnirange station.

Casper, Wyo., omnirange station.

Cedar Rapids, Iowa, omnirange station.

Centralla, Ill., omnirange station.

Chadron, Nebr., omnirange station.

Charleston, S. C., omnirange station.

Charleston, W. Va., omnirange station.

Charlo Intersection: The intersection of the Mullan Pass, Idaho, omnirange 089° True and the Missula, Mont., omnirange 354° True radials.

Charlotte, N. C., omnirange station.

Chattanooga, Tenn., omnirange station.

Cherokee, Wyo., omnirange station.

Chester, Mass., omnirange station.

Cheyenne, Wyo., omnirange station.

Chicago Heights, Ill., omnirange station.

Childress, Tex., omnirange station.

Cincinnati, Ohio, omnirange station.

Clam Intersection: The intersection of the Cross City, Fla., omnirange 242° True and the Tallahassee, Fla., omnirange 151° True radials.

Clareville Intersection: The intersection of the Alice, Tex., omnirange 010° True and the Corpus Christi, Tex., 321° True radials.

Cleveland, Ohio, omnirange station.

Coalinga, Calif., omnirange station.

Cochise, Ariz., omnirange station.

Coffield, N. C., omnirange station.

Coldwater Intersection: The intersection of the Dayton, Ohio, omnirange 327° True and the Findlay, Ohio, omnirange 250° True radials.

College Station, Tex., omnirange station.

Columbia, Mo., omnirange station.

Columbia, S. C., omnirange station.

Columbus, Ga., omnirange station.

Columbus, N. Mex., omnirange station.

Concord, N. H., omnirange station.

Corbin, Ky., VAR station.

Corona Intersection: The intersection of the Long Beach, Calif., omnirange 095° True and the Ontario, Calif., omnirange 180° True radials.

Corono, N. Mex., omnirange station.

Corpus Christi, Tex., omnirange station.

Cotulla, Tex., omnirange station.

Crescent City, Calif., omnirange station.

Crestview, Fla., omnirange station.

Cross City, Fla., omnirange station.

Crossville, Tenn., omnirange station.

Crystal Lake Intersection: The intersection of the Allentown, Pa., omnirange 329° True and the Wilkes Barre-Scranton, Pa., omnirange 224° True radials.

Culberson, Tex., omnirange station.

Cut Bank, Mont., omnirange station.

Daggett, Calif., omnirange station.

Davenport Intersection: The intersection of the Agnew, California, omnirange 206° True, the Salinas, Calif., omnirange 300° True and the Point Reyes, Calif., omnirange 155° True radials.

Dayton Intersection: The intersection of the Westminster, Md., omnirange 179° True and the Baltimore, Md., omnirange 281° True radials.

Dayton, Ohio, omnirange station.

Daytona Beach, Fla., omnirange station.

Dalhart, Tex., omnirange station.

Dallas, Tex., omnirange station.

De Lancy, N. Y., omnirange station.

Delta, Utah, omnirange station.

Denver, Colo., omnirange station.

Des Moines, Iowa, omnirange station.

Detroit, Mich., omnirange station.

Dickinson, N. Dak., omnirange station.

Dillon, Mont., omnirange station.

Doby Intersection: The intersection of the Elko, Nev., omnirange 338° True and the Wells, Nev., omnirange 249° True radials.

Dodge City, Kans., omnirange station.

Dog Intersection: The intersection of the New Orleans, La., omnirange 078° True and the Mobile, Ala., omnirange 224° True radials.

Dothan, Ala., terminal omnirange station.

Douglas, Ariz., omnirange station.

Douglas, Wyo., omnirange station.

Drummond, Mont., omnirange station.

Dubois, Idaho, omnirange station.

Dubuque, Iowa, omnirange station.

Duluth, Minn., omnirange station.

Dyersburg, Tenn., omnirange station.

Eagle Lake, Tex., omnirange station.

Eau Claire, Wis., omnirange station.

Edgerton Intersection: The intersection of the Fort Wayne, Ind., omnirange 037° True and the Goshen, Ind., omnirange 092° True radials.

El Centro, Calif., omnirange station.

El Dorado, Ark., omnirange station.

Elkins, W. Va., omnirange station.

Elko, Nev., omnirange station.

Ellensburg, Wash., omnirange station.

Elmira, N. Y., omnirange station.

El Paso, Tex., omnirange station.

Emporia, Kans., omnirange station.

Ephrata, Wash., omnirange station.

Erie, Pa., omnirange station.

Eugene, Oreg., omnirange station.

Evansville, Ind., omnirange station.

Evergreen, Ala., omnirange station.

Fairland Intersection: The intersection of the Herndon, Va., omnirange 084° True and the Washington, D. C., terminal omnirange 016° True radials.

Farina Intersection: The intersection of the Vandalla, Ill., omnirange 136° True and the Troy, Ill., omnirange 084° True radials.

Fargo, N. Dak., omnirange station.

Farmington, Mo., omnirange station.

Farmington, N. Mex., omnirange station.

Fayetteville, Ark., omnirange station.

Filmore, Calif., omnirange station.

Findlay, Ohio, omnirange station.

Fitzgerald, Pa., omnirange station.

Flat Rock, Va., omnirange station.

Fontana Intersection: The intersection of the Palmdale, Calif., omnirange 136° True, the Ontario, Calif., omnirange 038° True and the Daggett, Calif., omnirange 218° True radials.

Fort Bridger, Wyo., omnirange station.

Fort Dodge, Iowa, omnirange station.

Fort Jones, Calif., omnirange station.

Fort Myers, Fla., omnirange station.

Fort Smith, Ark., omnirange station.

Fort Wayne, Ind., omnirange station.

Fort Worth, Tex., omnirange station.

Flint Intersection: The intersection of the Lansing, Mich., omnirange 068° True and the Salem, Mich., omnirange 342° True radials.

Flintstone Intersection: The intersection of the Front Royal, Va., omnirange 335° True and the Martinsburg, W. Va., omnirange 398° True radials.

Flippin, Ark., omnirange station.

Florence, S. C., omnirange station.

Fort Stockton, Tex., omnirange station.

Fortuna, Calif., omnirange station.

Francis Intersection: The intersection of the Oakland, Calif., omnirange 266° True and the Point Reyes, Calif., omnirange 236° True radials.

Fresno, Calif., omnirange station.

Front Royal, Va., omnirange station.

Gage, Okla., omnirange station.

Galveston, Tex., omnirange station.

Garden City, Kans., omnirange station.

Gardner, Mass., omnirange station.

Geyersville Intersection: The intersection of the Ukiah, Calif., omnirange 147° True and the Point Reyes, Calif., omnirange 352° True radials.

Gila Bend, Ariz., omnirange station.

Gill Intersection: The intersection of the Jefferson, Ohio, omnirange 279° True and the Cleveland, Ohio, omnirange 024° True radials.

Goodland, Kans., omnirange station.

Gordonsville, Va., omnirange station.

Gore Intersection: The intersection of the Culbertson, Tex., omnirange 012° True and

- the Salt Flat, Tex., omnirange 085° True radials.
- Goshen, Ind., omnirange station.
- Graham, Tenn., omnirange station.
- Grand Island, Nebr., omnirange station.
- Grand Junction, Colo., omnirange station.
- Grants, N. Mex., omnirange station.
- Grantsburg, Wis., omnirange station.
- Grantsville, Md., omnirange station.
- Great Falls, Mont., omnirange station.
- Green Bay, Wis., omnirange station.
- Greenville Intersection: The intersection of the Tallahassee, Fla., omnirange 091° True; the Valdosta, Ga., omnirange 236° True radials, and the Cross City, Fla., omnirange 333° True radials.
- Gregg County, Tex., omnirange station.
- Greentown Intersection: The intersection of the Wilkes-Barre-Scranton, Pa., omnirange 117° True (127° M) and the Stroudsburg, Pa., omnirange 000° True (010° M) radials.
- Greenwood, Miss., omnirange station.
- Greensboro, N. C., omnirange station.
- Guthrie, Tex., omnirange station.
- Half-Moon Bay Intersection: The intersection of the Oakland, Calif., omnirange 217° True, the Salinas, Calif., omnirange 319° True and the San Francisco, Calif., omnirange 281° True radials.
- Hanksville Utah, omnirange station.
- Harrisburg, Pa., omnirange station.
- Hartford, Conn., omnirange station.
- Helena, Mont., omnirange station.
- Hassayampa, Ariz., omnirange station.
- Herndon, Va., omnirange station.
- Highway Intersection: The intersection of the Nashville, Tenn., omnirange 059° True and the Crossville, Tenn., omnirange 347° True radials.
- Hill City, Kans., omnirange station.
- Hobart, Okla., omnirange station.
- Hobbs, N. Mex., omnirange station.
- Homer Intersection: The intersection of the Norcross, Ga., omnirange 054° True and the Royston, Ga., omnirange 270° True radials.
- Honea Intersection: The intersection of the Royston, Ga., omnirange 074° True radial and the Greenville, S. C., ILS localizer south course.
- Hope Intersection: The intersection of the Rochester, Minn., omnirange 275° True and the Minneapolis, Minn., omnirange 179° True radials.
- Hoquiam, Wash., omnirange station.
- Houston, Tex., omnirange station.
- Hudspeth, Tex., omnirange station.
- Huntsville, Ala., omnirange station.
- Huron, S. Dak., omnirange station.
- Hutchinson, Kans., omnirange station.
- Imperial, Nebr., omnirange station.
- Indianapolis, Ind., omnirange station.
- Iowa City, Iowa, omnirange station.
- Jack's Creek, Tenn., omnirange station.
- Jackson Intersection: The intersection of the Litchfield, Mich., omnirange 050° True and the Salem, Mich., omnirange 257° True radials.
- Jackson, Miss., omnirange station.
- Jacksonville, Fla., omnirange station.
- Jamestown, N. Dak., omnirange station.
- Janesville, Wis., omnirange station.
- Joliet, Ill., omnirange station.
- Junction, Tex., omnirange station.
- Kansas City, Mo., omnirange station.
- Keeler, Mich., omnirange station.
- Kenton, Del., omnirange station.
- Kiowa, Colo., omnirange station.
- Kirksville, Mo., omnirange station.
- Kennebunk, Maine, omnirange station.
- Key West, Fla., omnirange station.
- Klamath Falls, Oreg., omnirange station.
- Knox Intersection: The intersection of the Youngstown, Ohio, omnirange 101° True and Fitzgerald, Pa., omnirange 240° True radials.
- Knoxville, Tenn., omnirange station.
- Kokomo Intersection: The intersection of the Indianapolis, Ind., omnirange 021° True and the Lafayette, Ind., omnirange 089° True radials.
- Kremmling, Colo., omnirange station.
- La Belle, Fla., omnirange station.
- La Crosse, Wis., omnirange station.
- Lafayette, Ind., omnirange station.
- Lafayette, La., omnirange station.
- Lake Charles, La., omnirange station.
- Lakeland, Fla., omnirange station.
- Lamar, Colo., omnirange station.
- Lamoni, Iowa, omnirange station.
- Lancaster Intersection: The intersection of the Harrisburg, Pa., omnirange 108° True and the Allentown, Pa., omnirange 228° True radials.
- Lansing, Mich., omnirange station.
- Laramie, Wyo., omnirange station.
- Laredo, Tex., omnirange station.
- Las Vegas, Nev., omnirange station.
- Las Vegas, N. Mex., omnirange station.
- Lawrenceville, Va., omnirange station.
- Lawton, Okla., omnirange station.
- Leslie Intersection: The intersection of the Salem, Mich., omnirange 272° True and the Lansing, Mich., omnirange 159° True radials.
- Lewisburg Intersection: The intersection of the Bowling Green, Ky., omnirange 283° True and the Nashville, Tenn., omnirange 343° True radials.
- Lewistown, Mont., omnirange station.
- Lexington, Ky., omnirange station.
- Lexington, Nebr., omnirange station.
- Lisbon Intersection: The intersection of the Baltimore, Md., omnirange 281° True radial with the Herndon, Va., omnirange direct radial to the Westminster, Md., omnirange station.
- Litchfield, Mich., omnirange station.
- Little Rock, Ark., omnirange station.
- Livingston, Mont., omnirange station.
- Lometa, Tex., omnirange station.
- Lone Rock, Wis., omnirange station.
- Long Beach, Calif., omnirange station.
- Los Angeles, Calif., omnirange station.
- Los Banos Intersection: The intersection of the Modesto, Calif., omnirange 176° True and the Fresno, Calif., omnirange 287° True radials.
- Louisville, Ky., omnirange station.
- Lovelock, Nev., omnirange station.
- Lubbock, Tex., omnirange station.
- Lucin, Utah, omnirange station.
- Lufkin, Tex., omnirange station.
- Lumberton, N. C., omnirange station.
- Macon, Ga., omnirange station.
- Macon, Mo., omnirange station.
- Malad City, Idaho, omnirange station.
- Malden, Mo., omnirange station.
- Mansfield, Ohio, omnirange station.
- Marchand Intersection: The intersection of the Youngstown, Ohio, omnirange 233° True and the Cleveland, Ohio, omnirange 132° True radials.
- Marianna, Fla., omnirange station.
- Maricopa Intersection: The intersection of the Bakersfield, Calif., omnirange 210° True and the Coalinga, Calif., omnirange 153° True radials.
- Marin Intersection: The intersection of the Point Reyes, Calif., omnirange 239° True, the Agnew, Calif., omnirange 304° True and the Ukiah, Calif., omnirange 172° True radials.
- Marion Intersection: The intersection of the Mansfield, Ohio, omnirange 244° True and the Appleton, Ohio, omnirange 309° True radials.
- Martinsburg, W. Va., omnirange station.
- Mason City, Iowa, omnirange station.
- Massena, N. Y., omnirange station.
- Maxwell Intersection: The intersection of the Lafayette, Ind., omnirange 122° True and the Indianapolis, Ind., omnirange 084° True radials.
- McComb, Miss., omnirange station.
- Medford, Oreg., omnirange station.
- Medina Intersection: The intersection of the Rochester, N. Y., omnirange 289° True and the Buffalo, N. Y., omnirange 034° True radials.
- Medicine Bow, Wyo., omnirange station.
- Memphis, Tenn., omnirange station.
- Mendota Intersection: The intersection of the Janesville, Wis., omnirange 339° True and the Lone Rock, Wis., omnirange 103° True radials.
- Meridian, Miss., omnirange station.
- Miami, Fla., omnirange station.
- Midland, Tex., omnirange station.
- Miles City, Mont., omnirange station.
- Milford, Utah, omnirange station.
- Milbury Intersection: The intersection of the Hartford, Conn., omnirange 044° True and the Gardner, Mass., omnirange 152° True radials.
- Milwaukee, Wis., omnirange station.
- Mineral Wells, Tex., omnirange station.
- Minneapolis, Minn., omnirange station.
- Minot, N. Dak., omnirange station.
- Missoula, Mont., omnirange station.
- Mobile, Ala., omnirange station.
- Modesto, Calif., omnirange station.
- Moline, Ill., omnirange station.
- Monroe, La., omnirange station.
- Montebello, Va., omnirange station.
- Montgomery, Ala., omnirange station.
- Moncure Intersection: The intersection of the Greensboro, N. C., omnirange 122° True and the Raleigh, N. C., omnirange 249° True radials.
- Morgantown, W. Va., omnirange station.
- Mormon Mesa, Nev., omnirange station.
- Mt. Hamilton Intersection: The intersection of the San Francisco, Calif., omnirange 097° True and the Oakland, Calif., omnirange 130° True radials.
- Mt. Lola Intersection: The intersection of the Sacramento, Calif., omnirange 040° True and the Reno, Nev., omnirange 268° True radials.
- Mullan Pass, Mont., omnirange station.
- Murphy Intersection: The intersection of the Chattanooga, Tenn., omnirange 088° True and the Knoxville, Tenn., omnirange 191° True radials.
- Muscle Shoals, Ala., omnirange station.
- Muskegon, Mich., omnirange station.
- Myrtle Beach, S. C., omnirange station.
- Nabb, Ind., omnirange station.
- Naperville, Ill., omnirange station.
- Nashville, Tenn., omnirange station.
- Needles, Calif., omnirange station.
- Neosho, Mo., omnirange station.
- New Alexandria Intersection: The intersection of the Pittsburgh, Pa., omnirange 067° True and the Johnstown, Pa., omnirange 290° True radials.
- New Braunfels Intersection: The intersection of the San Antonio, Tex., omnirange 074° True and the Austin, Tex., omnirange 207° True radials.
- Newburgh Intersection: The intersection of the Wilton, Conn., omnirange 295° True and the Poughkeepsie, N. Y., omnirange 236° True radials.
- New Bern, N. C., omnirange station.
- Newberg, Oreg., omnirange station.
- Newman, Tex., omnirange station.
- New Orleans, La., omnirange station.
- Newport, Oreg., omnirange station.
- Newport Intersection: The intersection of the Nantucket, Mass., omnirange 252° True and the Norwich, Conn., omnirange 127° True radials.
- Norcross, Ga., omnirange station.
- North Bend, Oreg., omnirange station.
- North Bend Intersection: The intersection of the Bradford, Pa., omnirange 127° True and the Williamsport, Pa., omnirange 271° True radials.
- North Brook, Ill., omnirange station.
- North Perry Intersection: The intersection of the Jefferson, Ohio, omnirange 279° True and the Youngstown, Ohio, omnirange 320° True radials.
- North Platte, Nebr., omnirange station.
- Oakland, Calif., omnirange station.
- Oakwood Intersection: The intersection of the Watertown, S. Dak., omnirange 169° True and the Huron, S. Dak., omnirange 088° True radials.
- Oceanside, Calif., omnirange station.
- Ogden, Utah, omnirange station.

Oklahoma City, Okla., omnirange station.
 Omaha, Nebr., omnirange station.
 Ontario, Calif., omnirange station.
 Orlando, Fla., omnirange station.
 Otto, N. Mex., omnirange station.
 Ottumwa, Iowa, omnirange station.
 Pacolma Intersection: The intersection of the Fillmore, Calif., omnirange 111° True and the Los Angeles, Calif., omnirange 355° True radials.

Paducah, Ky., omnirange station.
 Palacios, Tex., omnirange station.
 Palestine Intersection: The intersection of the Pittsburgh, Pa., omnirange 326° True and the Wheeling, W. Va., omnirange 003° True radials.

Palm Springs Intersection: The intersection of the Thermal, Calif., omnirange 340° True and the Ontario, Calif., omnirange 91° True radials.

Palmdale, Calif., omnirange station.
 Panoche Intersection: The intersection of the Coalinga, Calif., omnirange 311° True and the Modesto, Calif., omnirange 176° True radials.

Parkersburg, W. Va., omnirange station.
 Paso Robles, Calif., omnirange station.
 Paterson Intersection: The intersection of the Wilkes-Barre-Scranton, Pa., omnirange 117° True and the Wilton, Conn., omnirange 240° True radials.

Paynesville Intersection: The intersection of the Pulaski, Va., omnirange 285° True and the Tri-City, Tenn., omnirange 012° True radials.

Pecks Pond Intersection: The intersection of the Wilkes-Barre-Scranton, Pa., omnirange 136° True (146° M) and the Stroudsburg, Pa., omnirange 000° True (010° M) radials.

Pendleton, Oreg., omnirange station.
 Pensacola (Saufley Field), Fla., omnirange station.

Peoria, Ill., omnirange station.
 Peotone, Ill., omnirange station.

Perry, Ohio, nondirectional radio beacon.
 Petersburg Intersection: The intersection of the Morgantown, W. Va., omnirange 134° True and the Elkins, W. Va., omnirange 83° True radials.

Philipsburg, Pa., omnirange station.
 Phillip, S. Dak., omnirange station.
 Phoenix, Ariz., omnirange station.
 Pierre, S. Dak., omnirange station.

Pine Bluff, Ark., omnirange station.
 Pinehurst Intersection: The intersection of the Raleigh, N. C., omnirange 232° True and the Florence, S. C., omnirange 008° True radials.

Pioneer Intersection: The intersection of the Fort Wayne, Ind., omnirange 037° True and the Waterville, Ohio, omnirange 288° True radials.

Pittsburgh, Pa., omnirange station.
 Plattsburg, N. Y., omnirange station.

Pocatello, Idaho, omnirange station.
 Point Dume Intersection: The intersection of the Fillmore, Calif., omnirange 163° True and the Long Beach, Calif., omnirange 287° True radials.

Point Reyes, Calif., omnirange station.
 Polo, Ill., omnirange station.

Ponca City, Okla., omnirange station.
 Pontiac, Ill., omnirange station.

Portland, Oreg., omnirange station.
 Poughkeepsie, N. Y., omnirange station.

Power Point Intersection: The intersection of the Pittsburgh, Pa., omnirange 311° True and the Youngstown, Ohio, omnirange 186° True radials.

Prescott, Ariz., omnirange station.
 Princeton, Maine, omnirange station.

Pueblo, Colo., omnirange station.
 Pulaski, Va., omnirange station.

Pullman, Mich., omnirange station.
 Purgatoire Intersection: The intersection of the Pueblo, Colo., omnirange 145° True and the Lamar, Colo., omnirange 231° True radials.

Quincy, Ill., omnirange station.
 Quitman, Tex., omnirange station.

Radnor Intersection: The intersection of the Lafayette, Ind., omnirange 089° True and the Indianapolis, Ind., omnirange 341° True radials.

Rainbow Intersection: The intersection of the Oakland, Calif., omnirange 234° True and the Point Reyes, Calif., omnirange 195° True radials.

Raleigh, N. C., omnirange station.
 Rapid City, S. Dak., omnirange station.

Raton, N. Mex., omnirange station.
 Red Bluff, Calif., omnirange station.

Redmond, Oreg., omnirange station.
 Redwood Falls, Minn., omnirange station.

Reno, Nev., omnirange station.
 Richmond Intersection: The intersection of the Oakland, Calif., omnirange 330° True and the Sacramento, Calif., omnirange 233° True radials.

Riverhead, N. Y., omnirange station.
 Roberts, Ill., omnirange station.

Rochester, Minn., omnirange station.
 Rochester, N. Y., omnirange station.

Rockford, Ill., omnirange station.
 Rock Springs, Tex., omnirange station.

Rock Springs, Wyo., omnirange station.
 Rocky Mount, N. C., omnirange station.

Roscoe Intersection: The intersection of the Appleton, Ohio, omnirange 085° True radial with the Zanesville, Ohio, omnirange direct radial to the Tiverton, Ohio, omnirange station.

Roswell, N. Mex., omnirange station.
 Round Top Intersection: The intersection of the Austin, Tex., omnirange 109° True and the College Station, Tex., omnirange 202° True radials.

Royston, Ga., omnirange station.
 Russell, Kans., omnirange station.

St. Joseph, Mo., omnirange station.
 St. Louis, Mo., omnirange station.

Sacramento, Calif., omnirange station.
 Saginaw, Mich., omnirange station.

Salem, Mich., omnirange station.
 Salem Intersection: The intersection of the Hartford, Conn., omnirange 130° True and the Norwich, Conn., omnirange 224° True radials.

Salina, Kans., omnirange station.
 Salinas, Calif., omnirange station.

Salisbury, Md., omnirange station.
 Saltair Intersection: The intersection of the Salt Lake City, Utah, omnirange 265° True and the Ogden, Utah, omnirange 194° True radials.

Salt Flat, Tex., omnirange station.
 Salt Lake City, Utah, omnirange station.

San Angelo, Tex., omnirange station.
 San Antonio, Tex., omnirange station.

San Bruno Intersection: The intersection of the San Francisco, Calif., omnirange 305° True and the Oakland, Calif., omnirange 218° True radials.

San Diego, Calif., omnirange station.
 San Francisco, Calif., omnirange station.

Santa Barbara, Calif., omnirange station.
 Santa Fe, N. Mex., omnirange station.

Saratoga Intersection: The intersection of the San Francisco, Calif., omnirange 218° True and the Salinas, Calif., omnirange 319° True radials.

Saugus Intersection: The intersection of the Palmdale, Calif., omnirange 247° True and the Los Angeles, Calif., omnirange 355° True radials.

Savannah, Ga., omnirange station.
 Scotland, Ind., omnirange station.

Scottdale Intersection: The intersection of the Pittsburgh, Pa., omnirange 117° True and the Morgantown, W. Va., omnirange 021° True radials.

Scottsbluff Intersection: The intersection of the Cheyenne, Wyo., omnirange 054° True and the Sidney, Nebr., omnirange 335° True radials.

Scranton, Pa., omnirange station.
 Seattle, Wash., omnirange station.

Selinsgrove, Pa., omnirange station.
 Sheridan, Wyo., omnirange station.

Shreveport, La., omnirange station.
 Sidney, Nebr., omnirange station.

Sidney, Ohio, omnirange station.
 Sioux City, Iowa, omnirange station.
 Sioux Falls, S. Dak., omnirange station.
 South Bend, Ind., omnirange station.
 South Boston, Va., omnirange station.
 Spartanburg, S. C., omnirange station.
 Spokane, Wash., omnirange station.
 Springfield, Ill., omnirange station.
 Springfield, Mo., omnirange station.

Stinson Beach Intersection: The intersection of the San Francisco, Calif., omnirange 304° True and the Point Reyes, Calif., omnirange 155° True radials.

Sumatra Intersection: The intersection of the Miles City, Mont., omnirange 286° True and the Billings, Mont., omnirange 036° True radials.

Stroudsburg, Pa., omnirange station.
 Sulphur Springs, Tex., omnirange station.

Sunset Intersection: The intersection of the Oakland, Calif., omnirange 234° True and the Point Reyes, Calif., omnirange 207° True radials.

Syracuse, N. Y., omnirange station.
 Tahoe Intersection: The intersection of the Sacramento, Calif., omnirange 055° True radial and a line bearing 008° True to the Donner Summit nondirectional radio beacon.

Tallahassee, Fla., omnirange station.
 Tampa, Fla., omnirange station.

Terre Haute, Ind., omnirange station.
 Texarkana, Ark., omnirange station.

The Dalles, Oreg., omnirange station.
 Thermal, Calif., omnirange station.

Thurman, Colo., omnirange station.
 Tiverton, Ohio, omnirange station.

Toledo, Ohio, omnirange station.
 Topeka, Kans., omnirange station.

Traverse City, Mich., omnirange station.
 Tri-City, Tenn., omnirange station.

Troy, Ill., omnirange station.
 Truth or Consequences, N. Mex., omnirange station.

Tucson, Ariz., omnirange station.
 Tucumcari, N. Mex., omnirange station.

Tulsa, Okla., omnirange station.
 Turnpike Intersection: The intersection of the Pittsburgh, Pa., omnirange 354° True and the Wheeling, W. Va., omnirange 034° True radials.

Ukiah, Calif., omnirange station.
 Union Pass Intersection: The intersection of the Goffs, Calif., omnirange 078° True and the Needles, Calif., omnirange 004° True radials.

Utah Lake, Utah, omnirange station.
 Valle, Ariz., omnirange station.

Vandalla, Ill., omnirange station.
 Vero Beach, Fla., omnirange station.

Vichy, Mo., omnirange station.
 Waco, Tex., omnirange station.

Walnut Ridge, Ark., omnirange station.
 Waterloo, Iowa, omnirange station.

Watertown, N. Y., omnirange station.
 Watertown, S. Dak., omnirange station.

Wausau, Wis., omnirange station.
 Westchester, Pa., omnirange station.

West Palm Beach, Fla., omnirange station.
 Wheeling, W. Va., omnirange station.

White Cloud, Mich., omnirange station.
 Whitehall, Mont., omnirange station.

White Hills Intersection: The intersection of the Needles, Calif., omnirange 004° True and the Las Vegas, Nev., omnirange 121° True radials.

Whitehurst Intersection: The intersection of the north course of the Norfolk, Va., VAR and of the northeast course of the Norfolk, Va., ILS localizer.

White Oaks Intersection: The intersection of the Bakersfield, Calif., omnirange 149° True and the Palmdale, Calif., omnirange 291° True radials.

Wichita, Kans., omnirange station.
 Wichita Falls, Tex., omnirange station.

Williams, Calif., omnirange station.
 Williamston, N. C., VAR station.

Williamsport, Pa., omnirange station.
 Wilmington, N. C., omnirange station.

Wilton, Conn., omnirange station.

Wink, Tex., omnirange station.
 Winslow, Ariz., omnirange station.
 Yakima, Wash., omnirange station.
 York, Ky., omnirange station.
 Youngstown, Ohio, omnirange station.
 Yuma, Ariz., omnirange station.
 Zuni, N. Mex., omnirange station.

§ 601.7002 *Hawaiian VOR reporting points.*

Banana Intersection: The intersection of the Honolulu, Oahu, T. H., omnirange 061° True and the Lanai, T. H., omnirange 320° True radials.

Coconut Intersection: The intersection of the Honolulu, Oahu, T. H., omnirange 261° True radial and a line bearing 220° True from the Kahuku, Oahu, T. H., nondirectional radio beacon.

Grass Shack Intersection: Intersection of Hilo omnirange 004° True and Upolu 96° True radials.

Hibiscus Intersection: Intersection of Upolu omnirange 96° True and Hilo omnirange 34° True radials.

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Hilo, Hawaii, T. H., omnirange station.
 Honolulu, Oahu, T. H., omnirange station.
 Kahului, Maui, T. H., omnirange station.
 Lanai, T. H., omnirange station.
 Lihue, Kauai, T. H., omnirange station.
 Molokai, T. H., omnirange station.

North Maui Intersection: Intersection of Honolulu omnirange 61° True and Kahului, Maui, T. H., omnirange 352° True radials.

Paradise Intersection: Intersection of Hilo omnirange 334° True and Upolu omnirange 96° True radials.

Southgate Intersection: Intersection of Honolulu omnirange 179° True and Molokai, T. H., omnirange 268° True radials.

South Honolulu Intersection: Intersection of Honolulu omnirange 179° True and Lanai omnirange 224° True radials.

South Port Allen Intersection: Intersection of Honolulu omnirange 246° True and Lihue omnirange 186° True radials.

Swordfish Intersection: The intersection of the Honolulu, Oahu, T. H., omnirange 261° True and the Lihue, Kauai, T. H., omnirange 189° True radials.

Tuna Intersection: The intersection of the Molokai, T. H., omnirange 067° True and the Upolu Point, Hawaii, T. H., omnirange 012° True radials.

Upolu, Hawaii, T. H., omnirange station.

SUBPART H—CONTINENTAL CONTROL AREA

§ 601.7101 *Designation of Continental Control Area.* The Continental Control Area shall consist of all the airspace above the several states of the United States (including the District of Columbia), and the territorial waters thereof, at and above 24,000 feet, mean sea level, exclusive of restricted and prohibited areas prescribed by Executive Order or in Part 608 of this chapter.

[SEAL]

S. A. KEMP,
 Acting Administrator
 of Civil Aeronautics.

[F. R. Doc. 57-10553; Filed, Dec. 19, 1957;
 8:45 a. m.]







